

MEMORANDUM

February 21, 2008

TO: Transportation and Environment Committee

FROM: ⁶⁰ Glenn Orlin, Deputy Council Staff Director

SUBJECT: FY09-14 Capital Improvements Program—transportation: mass transit, pedestrian/bikeway, road, traffic improvement, and remaining highway maintenance projects

Please bring the Recommended FY09-14 CIP (Volume 1) to this worksession.

This is the second Committee worksession scheduled to review the transportation portion of the FY09-14 Capital Improvements Program. This worksession will include a review of mass transit, pedestrian/bikeway, road, traffic improvement, and the remaining highway maintenance projects. A third worksession has been scheduled for February 28 to consider projects not covered or unresolved from the first two meetings. Because of their complexity the Montrose Parkway East and Bethesda Metro South Entrance projects will also be discussed on February 28. A final worksession is scheduled for March 3 to allow the Committee to review its prior recommendations and to provide an opportunity to revise them.

A. HIGHWAY MAINTENANCE (continued from February 14 meeting)

1. Sidewalk and Infrastructure Revitalization (20-11). This is the project that funds the bulk of the Renew Montgomery program: replacing damaged sidewalks, curbs and gutters. To keep pace with an optimal 30-year replacement cycle the County should be replacing 70 miles of curb and gutter and 35 miles of sidewalk annually. Even with the Renew Montgomery program, which substantially stepped up this effort when it was introduced more than a decade ago, the County has not reached the optimal level.

The Executive is recommending the same year-by-year funding levels as in the Approved CIP. For FY09 the \$6 million recommended is enough to replace about 45 miles of curb and gutter and 22 miles of sidewalk. In FYs10-14 the funding would rise to \$6.3 million annually. The neighborhoods being addressed in FY08 and those projected to be addressed in FY09 and FY10 are displayed below. Note that several large subdivisions are addressed in multiple years:

FY08 areas

Wyngate
 Glenview
 Derwood Station
 Wisconsin Avenue
 Glenmont Hills
 Greentree Manor
 Glenwood
 Fox Hills
 Laytonia

Parkwood
 Nebel Street
 James Creek
 Sligo Park Knolls
 Twinbrook Parkway
 Wohlshire
 Germantown Park
 Carroll Knolls
 Mineral Springs

Potomac Village
 Crystal Rock Drive
 Westmoreland Hills
 Observation Drive
 Hunting Lane
 Tanglewood
 Longmead
 Flower Hill

FY09 areas (estimated)

South Four Corners Phase 2
 Glenview
 Glenmont Village
 Glenwood
 Breewood Manor
 Farmingdale
 Gayfields
 Carroll Knolls
 Flower Hill
 Greenfield Station

Westmoreland Hills
 Glenhaven
 Greentree Manor
 Glenbrook Knolls
 Stoneridge
 Longmead
 Fox Hills
 Plyers Mill Estates
 Saybrooke
 Laytonia

Sligo Park Knolls
 Glenmont Hills
 Drumaldry
 Oranges
 Cinnamon Woods
 Homecrest
 North Potomac
 Oakland Terrace
 Mineral Springs

FY10 areas (estimated)

Glenmont Hills
 Oranges
 Greentree Manor
 Farmingdale
 Fox Hills
 Plyers Mill Estates
 Rock Creek Manor
 English Manor
 Veirs Mill Village
 Paint Branch Estates

Glenmont Village
 Breewood Manor
 Drumaldry
 Homecrest
 North Potomac
 Oakland Terrace
 Manor Woods
 Bel Pre Woods
 Fair Knolls
 White Flint

Sligo Park Knolls
 Stoneridge
 Cinnamon Woods
 Gayfields
 Carroll Knolls
 Greenwood Knolls
 Aspen Hill Park
 Garrett Forest
 Brooks Farm

Also note that the funding for this project contains a significant amount of Current Revenue: \$3,548,000 in FY09 and \$4,348,000 in FY10. This is a remnant of the surplus revenue that became available during the spring of 2006; much of it was appropriated in the FY07 Operating Budget, but much was assigned to the CIP for debt eligible projects such as this.

Council staff recommendation: Introduce and approve an FY08 special appropriation and a FY07-12 CIP amendment adding \$3,548,000 in G.O. bond funding for this project, and reduce the Current Revenue in this project by an equivalent amount in FY09 (©29). At this time the FY08 G.O. bond reserve is \$12,366,000, so it can readily absorb a \$3,548,000 appropriation. In this way the same amount of sidewalk and curb and gutter

replacement can occur during FYs08-09—in fact, more could be done this spring and summer rather than waiting until next spring—while contributing a piece to closing the FY09 budget gap.

2. **Street Tree Preservation** (20-12). A well-recognized shortfall in infrastructure maintenance has been the County's inability to provide cyclical block pruning for over 250,000 street trees that are the County's responsibility. In FY07 the Council approved \$2,300,000 in FY07 for block pruning. Last year the Council established a continuing program in the CIP funding block pruning at \$1 million annually, funded with Current Revenue. The County Executive recommends continuing the \$1 million/year funding level over the next six years. The project description form describes the backlog in tree maintenance and the multitude of community and environmental benefits of regular pruning. This work is performed by contract. During this fiscal year the following neighborhoods areas will have had their trees block pruned:

Completed or Planning to be completed in FY08 (estimate)

Potomac Falls	Olney Oaks	Lone Oak
Shakespeare	Manchester	Hopkins
Waters Landing (last half)	Kings View	Hampton Estates
Kinster Drive	Timberlawn	River Falls/Masters Drive
Chevy Chase West	Middlebrook Manor North	Derwood Station #2
N. Potomac/Dufief Mill Rd.	Watkins Meadow	Churchill Village
Germantown Estates	Middlebrook Commons	Middlebrook
Tivoli	Warrior Brook	Fox Chapel
Parkwood (first quarter)		

For the future, it is important to note that although many of the areas listed below have been inventoried, some of the areas have not. The following represents DPWT's best program estimate to date based on available information.

Estimated FY09

Parkwood (last three quarters)	Leopold Terrace	Plyers Mill
Rokeby	Freyman Drive	Horn Point Dr./Orchard Valley
Montgomery Village/Goshen Rd.	Rothbury Drive	Ashleigh Green
Quince Orchard Manor	Teversall HOA	Woodside CA
Middlebrook Manor South	Greencastle Lakes CA	Norbeck Hills HOA
Woodmoor	Briggs-Chaney Countryside	Randolph Hills
Franklin Park	Garrett Forest	Randolph Farms
Eberhardt Drive		

Estimated FY10

Westminster	Maple Ridge Road	Decoverly CA
Dodie Terrace & Drive	Ridgefield	Chester Mill
Centerway Road	Lexington Lane	Wynnfield Drive
Glen Echo Heights	Potomac Ridge HOA	Quince Orchard Estates
Collingwood HOA	Garrett Forest CA	Wheaton Woods CA
Quail Valley Boulevard		

Optimally, the block pruning program would be funded to return to each neighborhood every 10 years. But this would require a continuing commitment of about \$8 million annually, without adjusting for inflating contract costs. It is highly unlikely that the County can afford this level of commitment, but a higher level of investment is critical to address those neighborhoods most in need. Planning staff also urges that funding for this program be increased.

Council staff recommendation: Raise the level of the program to \$2 million annually in FYs11-12 and \$3 million/year in FYs 13-14, as shown on ©30.

B. MASS TRANSIT/WMATA

1. 'Consent' projects.

Consent mass transit projects (page)	Funding Change	Timing Change
Bus Stop Improvements (21-2)	+4.6%	none
Equipment and Maintenance Operations Center (21-3)	none	none
Silver Spring Transit Center (21-7)	-1.4%	delayed 1 year
Takoma/Langley Transit Center (21-10)	none	none
Glenmont Metro Parking Expansion (21-14)	none	none

Council staff recommendation: Concur with the Executive.

2. Montgomery Mall Transit Center (21-5). This project will construct a new transit center in concert with the redevelopment of Westfield Shoppingtown Montgomery (Montgomery Mall). The project has been delayed by two years due to the delay of the developer's construction of the foundation structure and the provision of utilities. The cost has increased by \$400,000 (53.3%) due to higher than anticipated construction and supervision costs. **Council staff recommendation:** Concur with the Executive.

3. White Oak Transit Center (21-12). This project will construct a new transit center on Lockwood Drive next to the White Oak Shopping Center. The cost has increased by \$315,000 (21.3%) due to more accurate construction estimates based on complete design plans. The project completion has been delayed one year. **Council staff recommendation:** Concur with the Executive. Council staff will work with DPWT to show the proper split of FY09 funds between construction and construction management.

4. Ride On Fleet Expansion (not in Recommended CIP). A significant aspect of the Council's 10-Year Transportation Plan is to expand the Ride On fleet by 144 buses—14 buses per year—in order to initiate new routes in developing areas and to provide more frequent service in developed areas. For many years Ride On bus acquisition has been funded from the operating budget, and so it has had to compete with other operating budget priorities. The first call on bus acquisition funds, of course, is to replace existing buses that have exhausted their useful life:

about 20 buses need to be replaced annually. There is usually not much fiscal capacity left to buy buses for fleet expansion.

The Council created a Ride On Fleet Expansion project four years ago, purchasing four small buses in FY05 with \$640,000 in Mass Transit Funds and programming \$18 million of anticipated transportation impact tax funds in FYs07-10. The impact tax funds were never spent: some time after the FY05-10 CIP was approved the Council greatly ratcheted down its projection of anticipated transportation impact tax revenue, and as a result the project was closed out.

However, under the recently raised transportation impact tax, there is now some additional fiscal capacity that could be carved out for the steady expansion of the Ride On fleet, as called for in the 10-Year Transportation Plan. The Council is assuming \$40.6 million more in impact tax revenue will be collected in FYs10-14 than the Executive has assumed; some of it could be allocated for this purpose.

Currently there is no maintenance and storage capacity to expand the Ride On fleet. But if the Council proceeds with funding the completion of at least part of the transit component of the North County Maintenance Depot by the end of FY12, then the Council could begin funding for a new Ride On Fleet Expansion project in FY12, since buses purchased in FY12 would not be delivered to the County until FY13.

Council staff recommendation: Create a new Ride On Fleet Expansion project, allocating \$3 million in FY12, \$4 million in FY13, and \$7 million in FY14, for a total of \$14 million, all of which would be funded from transportation impact tax revenue (©31). Assuming a cost of \$500,000 per bus, this would provide enough funds for 28 new buses to be delivered between FYs13-15.

5. Bethesda Metro South Entrance (not in Recommended CIP). This project will be discussed at the February 28 worksession.

C. PEDESTRIAN/BIKEWAY PROJECTS

1. 'Consent' projects.

Consent pedestrian/bikeway projects (page)	Funding Change	Timing Change
Greentree Road Sidewalk (23-9)	+5.2%	delayed 1 year
MacArthur Boulevard Bikeway Improvements (23-11)	-4.4%	None
Matthew Henson Trail (23-13)	+7.3%	delayed 1 year
Shady Grove Access Bike Path (23-15)	none	delayed 1 year
Silver Spring Green Trail - Interim (23-17)	none	None
US 29 Sidewalks (23-19)	none	None

Council staff recommendation: Concur with the Executive, except to add a note to Shady Grove Access Bike Path that it is scheduled for completion in FY10.

2. Executive's Pedestrian Safety Initiative. In December the Executive announced a major pedestrian safety initiative which called for \$3,765,000 in one-time funding and \$4,770,000 in annual funding: \$32,439,000 more over the next six-year period. The portion of the proposed additional spending that would be funded in the CIP was to be \$2,040,000 in one-time funding and \$3,350,000 in annual funding: \$22,140,000 more during the next six years. The \$10,299,000 balance would be added to the Public Services Program (the six-year operating budget). A summary of his funding proposal is on ©32.

At the last worksession Councilmember Ervin asked for a status report on the funding of this initiative in the Executive's Recommended CIP. To date, the Executive is recommending the following:

- Funding for the Annual Sidewalk Program project was not increased: it is still \$1,350,000 annually. It was not raised by another \$1,000,000/year (\$6,000,000 over the six-year period) as had been proposed. However, the Executive is recommending two new sidewalk projects: construction of the Dale Drive Sidewalk, costing \$6 million, and the design and land acquisition for the Falls Road East Side Hiker/Biker Path, costing about \$5 million, which together is more than \$1,000,000 more per year in pedestrian/bikeway investments than had been explicitly proposed. The Montrose Parkway East project also includes a new hiker-biker trail and sidewalk each nearly a mile in length.
- There are no additional funds to address High Incidence Areas. \$1,200,000 more annually (\$7,200,000 more over the six-year period) had been proposed.
- There are no additional funds to redesign/reconstruct roads and intersections for pedestrian safety. \$500,000 more annually (\$3,000,000 more over the six-year period) had been proposed.
- There are no additional funds for accessible pedestrian signals. \$150,000 more annually (\$900,000 more over the six-year period) had been proposed.
- There are no additional funds for new streetlighting projects. \$500,000 more annually (\$3,000,000 more over the six-year period) had been proposed.
- Of the \$2,040,000 million proposed for streetlighting participation in two State Highway Administration projects—the Montrose Parkway interchange with Rockville Pike and the widening of Woodfield Road (MD 124) between Airpark and Fieldcrest Roads—only \$60,000 for planning (spread over 3 years) is recommended for programming.

The Executive hopes for a higher revenue projection for FY09 in March. If so, he may have further CIP recommendations (accompanying the Recommended FY09 Operating Budget) that would increase the funds recommended for the CIP element of the pedestrian safety initiative.

3. ADA Compliance: Transportation (23-2). This program, inaugurated in FY93, constructs curb ramps and other street-related improvements required by the Americans with Disabilities Act of 1991 (ADA). A requirement added to the program a few years ago is to install warning devices on these ramps for the sight-impaired. The devices are rectangular patterns of bumps that consist of rubber mats bonded to the concrete for existing curb ramps or cast into the concrete formwork for new curb ramps.

As with most other construction, the cost of building curb ramps and warning devices has increased. It is now estimated to cost about \$31.3 million by the time the work is completed, up from an estimate of \$29.7 million two years ago.

For many years this effort has been programmed at \$1,622,000 annually; at that rate, the work will be completed in FY17. The Executive is now recommending a somewhat lesser annual amount, \$1,495,000, that would delay the completion by one more year, to FY18.

Council staff recommendation: Retain the \$1,622,000 annual funding in FYs09-10, but increase the funding to \$1,850,000 annually from FY11-on, as shown on ©33. At this pace the program can be completed in FY16. This is \$1,474,000 more than the Executive recommends in FYs09-14, but the program is not only critical for pedestrian safety: it is a civil rights matter.

4. **Annual Bikeway Program** (23-3). This project funds a host of bikeway-related efforts. Its mission is to fund preliminary engineering of new bikeway projects and to construct those improvements (including signing) costing less than \$300,000 each. The construction funding for a higher cost bikeway is shown in a stand-alone PDF, such as MacArthur Boulevard Bikeway Improvements.

The Executive is recommending \$505,000 (22.2%) less in FYs09-14 than in FYs07-12. However, this is because several larger bikeway projects were implemented in FYs07-08 and no new comparably costly bikeways replaced them within the FY09-14 period. **Council staff recommendation: Concur with the Executive.**

5. **Annual Sidewalk Program** (23-4). As noted above, at this time the Executive has not recommended an increase to the cost of this project, which builds short segments of sidewalks as requested by individuals and neighborhood associations. The Executive's Pedestrian Safety Initiative would increase the annual level of effort by \$1,000,000 (74.1%) and by \$6,000,000 over the six-year period.

Council staff recommendation: Concur with the Executive. The Committee may wish to address this issue now or wait to see if the Executive will recommend more funding as part of his March CIP recommendations.

6. **Dale Drive Sidewalk** (23-5). This new project would build a 1,900'-long sidewalk along the north side of Dale Drive between Mansfield Road and Hartford Avenue in East Silver Spring, near Sligo Creek Park. There are currently no sidewalks on either side of this segment of Dale Drive, which is an arterial roadway. The sidewalk would be 5' wide with a 3'-wide landscape panel between it and the roadway in several locations. The project also includes installation of curb and gutter and a storm drain by the sidewalk. It is proposed for design in FY09 and construction in FYs10-11. The pedestrian/bike impact statement is on ©34-36.

With a price tag of \$6,000,000 the Dale Drive Sidewalk has a high price for its length and for the benefits it will provide. The reason is largely because the sidewalk is planned to be located off of the existing right-of-way, requiring \$1,000,000 for land and \$1,000,000 for retaining walls. DPWT should review the design of the project to find ways to significantly reduce the cost. Some suggestions:

- *Eliminate the landscape panel and place the sidewalk up against the new curb.* Dale Drive has on-street parking, so there would be a buffer between a curbside sidewalk and the travel lanes. The adjacent section of Dale Drive—from Mansfield Road west to Wayne Avenue—already has a curbside sidewalk, so this concept would make the Mansfield-to-Hartford section consistent with the adjacent sidewalk.
- *Reduce the width of the parking lanes.* The current plans call for 9'-wide parking lanes, but a width of 7-8' would suffice.
- *Use the wide shoulders on both sides.* Much of this segment of Dale Drive has very wide shoulders on both the north and south sides. The cross-section might be modified to take advantage of the spare width in these shoulders.

The objective would be to place the sidewalk far enough from the front of the north-side homes to avoid most of the land costs and the need for retaining walls.

Council staff recommendation: Endorse funding a sidewalk in this section of Dale Drive, but defer a recommendation on this project for two months to allow time for DPWT to create a more cost-effective option. The Committee and Council should review this option in late April.

7. Falls Road East Side Hiker/Biker Path (23-7). This is a new project that would ultimately build an 8'-wide hiker-biker trail along the east side on Falls Road (MD 189) from River Road to Dunster Road, a distance of about 4 miles. Most of this stretch of Falls Road does not have even a sidewalk, so it would provide a safe pedestrian and bike connection to the many places of worship, schools, and businesses on or near Falls Road. Furthermore, it would link to hiker-biker trails at both ends, providing a continuous trail from Rockville to the entrance to Great Falls. The Pedestrian/Bike Impact Statement for this project is on ©37-38.

The Executive is recommending programming \$4,960,000 for design and land acquisition for this trail. However, since Phase II facility planning for it was funded and completed under the Annual Bikeway Program, it should be a candidate for full funding in the CIP. DPWT estimates the full project cost to be \$16,760,000.

Council staff recommendation: Program the full project, as shown in mock-up PDF on ©39. Although the trail could potentially be completed by FY13, this proposal would defer it by a year to allow more time for land acquisition to be completed.

8. Metropolitan Branch Trail (not in Recommended CIP). This project would construct a hiker-biker trail roughly parallel to the CSX Metropolitan Branch between the Silver Spring Metrorail Station and Montgomery College's Takoma Park campus, eventually extending

through the District of Columbia to Union Station. In June 2006, when it reviewed the options developed under Phase I of facility planning, the Committee concurred with the Planning Board that Option 1 was preferred: a route along the east side of the tracks, crossing Georgia Avenue on a bridge, following along Selim Road to a tunnel under Burlington Avenue, and then turning onto King Street to reach Fenton Street. This is the route preferred by most bicycling advocates as well, as the Silver Spring Citizens Advisory Board has testified in support. A map is on ©40, the Committee's and Planning Board's correspondence are on ©41-43. DPWT's estimate is that the project will cost about \$20-26 million (in today's dollars, i.e., without inflation to mid-point of construction).

DPWT has conducted the Phase II preliminary engineering work for this alignment, and it has asked several agencies for concurrence, including the Maryland-National Capital Park and Planning Commission, Montgomery College, State Highway Administration, the Washington Metropolitan Area Transit Authority, and CSX. Significantly, it has received concurrence from SHA for a bridge over Georgia Avenue (US 29). But it has not yet heard from CSX, and that may not occur for several months. Without its concurrence the project cannot be built as planned. This is a primary reason why the Executive has not yet recommended it in the CIP.

Council staff recommendation: Do not include a Metropolitan Branch Trail PDF in the CIP now, but bring it forward for consideration as a CIP amendment once all the agencies' positions are known.

9. Redland Road Sidewalk (not in Recommended CIP). Together with a hiker-biker trail built as part of the Intercounty Connector project, this project would build a 5'-wide sidewalk along the west side of Redland Road between Briardale and Garrett Roads in Derwood. When this project and the Redland Road: Crabbs Branch-Baederwood project (under 'Traffic Improvements') are completed, Redland Road will have a continuous sidewalk from Muncaster Mill Road to Shady Grove.

The middle portion of this sidewalk—across Mill Creek—will be built by the Maryland Department of Transportation and is scheduled to be completed in FY09. The segments to the south (connecting to Briardale) and north (connecting to Garrett) comprise the scope of the County's project, which DPWT estimates will cost \$2,850,000 and can be completed by the summer of 2011. A mock-up of a PDF describing the project is on ©44, and its map is on ©45. The Pedestrian/Bike Impact Statement is on ©46-47. The T&E Committee gave the project the go-ahead to proceed to Phase II facility planning when it reviewed the Phase I work two years ago (see ©48). Phase II is complete, so the project is now an eligible candidate for full funding in the CIP.

Council staff recommendation: Program the project as shown on ©xx. To not build it would leave the portion to be built with the ICC as a sidewalk 'island' for an indefinite period. This sidewalk would provide a safe means to walk among the neighborhoods abutting Redland Road and safe access to the stops for Ride On Routes 53 and 57 which, together, stop 6 times an hour in each direction during peak periods.

10. US 29 Sidewalks - West Side (23-21). This project would construct missing links of sidewalk along the west side of Colesville Road from Southwood Avenue near Four Corners to Burnt Mills Avenue in White Oak. The cost has increased by \$1,171,000 (30.3%) over the past two years due to inflation of construction and estimated land costs, based on the experience with the US 29 Sidewalks project which is building sidewalk segments on the east side of US 29. The expenditure schedule shows completion slipping by one year, to FY12, but the latest production schedule shows completion in FY11.

Planning staff notes that the Bikeways Master Plan recommends an 8'-wide shared use path along the west side of US 29 between Lockwood Drive and Southwood Avenue, not a 5'-wide sidewalk. The project is in the early stage of design, so it should be possible to make this revision. However, this will undoubtedly raise the cost somewhat.

Council staff recommendation: **Defer action on this project until DPWT can prepare a revised PDF to incorporate an 8'-wide trail in the section between Lockwood Drive and Southwood Avenue.** DPWT is working on a cost estimate for this option and it will be brought back to the Committee on February 28 or March 3. Also, the PDF should be revised reflect completion in FY11.

D. ROADS

1. 'Consent' projects.

Consent road projects (page)	Funding Change	Timing Change
Chapman Avenue Extended (24-8)	none	none
Montrose Parkway West (24-19)	+3.3%	accelerated 1 year
Rockville Town Center (24-27)	none	none
Transportation Improvements for Schools (24-33)	none	not applicable
Travilah Road (24-34)	none	none
Watkins Mill Road Extended (24-36)	none	none

Council staff recommendation: **Concur with the Executive.**

2. Bethesda CBD Streetscape (24-4). This project was included in the CIP by the Council several years ago to meet one of the staging requirements of the Bethesda CBD Sector Plan. It funds streetscape improvements along the three roadway segments mentioned in the sector plan: Woodmont Avenue between Old Georgetown Road and Cheltenham Drive; Wisconsin Avenue between Cheltenham Drive and the north end of the CBD; and East-West Highway between Waverly and Pearl Streets.

The work is divided into two stages. Stage 1 includes replacing the existing sidewalk with brick pavers, installing street trees in pits, installing new benches and trash receptacles, and installing conduit (on the East-West Highway and Woodmont Avenue segments only) to allow for the future undergrounding of utilities. Stage 2, following several years later, would provide

luminaires and their electrical connections, as well as installing the conduit for the Wisconsin Avenue segment. Neither stage of the project includes undergrounding the utilities.

The Executive's recommendation would keep the project on its current schedule, and the cost of the project, at \$10,349,000, would remain unchanged. The scope of the project has steadily dwindled over time as abutting properties redevelop, since they are required to provide the streetscaping along their frontage. Council staff requested that DPWT re-examine the project to determine whether more private sector improvements have occurred since the project was reviewed two years ago. DPWT reports that some more work equivalent to about \$300,000 of the scope has been completed in the Wisconsin Avenue segment.

Council staff recommendation: Reduce the cost by \$300,000, as shown on ©49.

3. **Burtonsville Access Road** (24-6). The purpose of this road is to provide access to businesses on the north side of MD 198 in the Burtonsville business district, thus reducing some of the turning traffic in this segment between US 29 and Old Columbia Pike. The road would be 32'-wide (two 12'-wide lanes and an 8'-wide parking lane) with 5'-wide sidewalks on both sides. The cost of the project has increased \$1,697,000 (27.1%) and has been delayed one year. It has been delayed several times over the past few years.

The timing for this road is not as urgent as was anticipated when the project was first conceived. Several years ago the County anticipated that the State Highway Administration would complete project planning and initiate the widening of MD 198 and MD 28 between US 29 and Georgia Avenue, and that the access road would be needed to provide an alternative route for some of the businesses during construction. However, progress on the MD 28/MD 198 project planning study has been slowed by the primacy given to the ICC: project planning is now not scheduled for completion until FY10 and there are no funds in the Consolidated Transportation Program for construction. The widening within Burtonsville is only #7 on the County's priority list, and there is \$350 million of State funding needed for the projects above it. Furthermore, the ICC should significantly relieve congestion on MD 198 in Burtonsville for several years after it opens to traffic in 2012.

The other rationale for the road is to assist in the eventual redevelopment of the Burtonsville business district. However, such commercial activity appears a long way off. A large portion of the cost of the access road is land costs; if the road were to coincide with the development—rather than being in advance of it—much of the land for the road might be acquired through dedication rather than outright purchase.

Council staff recommendation: Retain the project, but delay its construction until beyond the 6-year period, as shown on ©50. As noted above the need for the road is not pressing. Although it would move from within to outside the Growth Policy's four-year 'window,' the road does not provide mobility that is measurable for Growth Policy purposes.

4. **Facility Planning-Transportation** (24-10). This project funds the planning and preliminary engineering of road, transit, bikeway, and major sidewalk projects: it is the

'gatekeeper' for all new major transportation projects, except bridge replacements and rehabilitations. Once a project has proceeded through the preliminary engineering (a.k.a., 35% design) phase, its scope is well defined and its cost estimate is reliable. When facility planning is completed is the appropriate point for elected officials to decide whether the project should proceed as planned or with revisions, or be rejected.

For FYs09-14 the Executive is recommending spending \$17,724,000, a \$1,828,000 (11.5%) increase compared to the approved funding level for the FY07-12 period. Nearly all the studies he is recommending are those which appeared in the Approved CIP. A few of the study schedules are recommended for acceleration, and most of the studies previously displayed as starting beyond the CIP period would now be initiated in FY13. Finally, the Executive has displayed a series of additional studies which would start beyond the new CIP period. A description of all the studies is on ©51-59.

Over the past few weeks the Council has discussed the fact that the CIP has always had: more projects in planning and design than can possibly be afforded in the capital reserve. The County has muddled through thus far because: (1) the pace at which projects are implemented is slower than what is programmed—even more so than suggested by the implementation rate adjustments; (2) the spending affordability guideline for a given year is nearly always raised as that year gets closer in time; (3) the Council has approved periodic new or increased taxes dedicated to capital funding (such as last year's increase to the transportation and school impact tax and the recordation tax); and (4) the Council ultimately decides not to build some projects after facility planning is completed. But with several large projects on the horizon, several Councilmembers have raised the concern that the CIP should be less aggressive in developing new projects.

As the gatekeeper for new projects, the several facility planning PDFs are places to address the longer term growth in CIP spending. Certainly the Council can mitigate the problem by being much more selective in programming new project planning studies. Another way is to slow down the schedule of studies already programmed. **Council staff recommends both approaches in the revised PDF on ©60-61 by:**

- **not accelerating the start of studies already programmed;**
- **not funding the studies shown in the Approved CIP as beyond the six-year period;**
and
- **not funding the studies shown in the Recommended CIP as beyond the six-year period.**

The net result is a project which would be a \$3,447,000 (21.7%) decrease compared to the approved funding level for the FY07-12 period.

Two exceptions: the study of Dorsey Mill Road bridge over I-270 (Germantown) should begin in FY09 (a one-year acceleration) because it is being done in concert with a developer which is conducting most of the design work (and reducing the County's cost from \$1,490,000 in the Approved CIP to \$150,000 in the Recommended CIP); **and the new study of**

East Gude Drive widening (north of Rockville) should also begin in FY09 because it will determine what needs to be done to rehabilitate the pavement of Gude Drive, which takes a beating due to its heavy truck volume. **The funding schedules for the studies already underway should not be altered from the Executive's recommendations.**

5. **Father Hurley Boulevard Extended** (24-12). This project will build a 4-lane extension of Father Hurley Boulevard from Wisteria Drive to MD 118 in Germantown, with an 8'-wide hiker-biker trail on the west side and a 5'-wide sidewalk on the east side. The cost has increased by \$5,253,000 (32.2%) due to SHA's requirement to add a second left-turn lane at the MD 118 intersection and CSX's requiring that the County build a longer span over its tracks to allow for the eventual construction of a third track. The completion schedule has also been delayed by one year, to FY11. **Council staff recommendation: Concur with the Executive.**

6. **Goshen Road South** (24-14). The Executive is recommending programming \$4,200,000 in FYs09-10 for the final design expenditures (and a small amount of land acquisition) for this project. The project would ultimately widen Goshen Road from south of Girard Street to north of Warfield Road to a 4-lane highway with a median, a 5'-wide sidewalk on the east side and an 8'-wide hiker-biker trail on the west side. DPWT estimates that the ultimate cost of completing Goshen Road South is \$95-125 million. The project is currently in the midst of Phase II of facility planning, but this planning will not be complete until the late summer, at least.

Since the early 1990s the preferred practice has been *not* to make a decision to fund a transportation project until the Phase II of facility planning (preliminary engineering, also called '35% design') has been substantially completed. Only at that stage is there a reliable scope and cost estimate for the project, as has been confirmed by the recently released OLO report on the subject. Until the work under Phase II is completed, the Council is not in a position to make an informed judgment as to how or whether to proceed with a project. Furthermore, final design of a project represents a larger expense that is made only after it has been given a definitive "go" from elected officials. If the Council has not yet decided to proceed with the project, appropriating design costs is premature.

Council staff recommendation: Do not including final design funding in the CIP for Goshen Road South at this time. As with the Metropolitan Branch Trail, this project should be brought forward for consideration as a CIP amendment for *full* funding when Phase II facility planning is complete.

7. **Highway Noise Abatement** (24-16). In October 2001 the Council approved a County Highway Noise Abatement Policy based substantially on the recommendations of the Noise Abatement Task Force, a panel of citizens and government officials who worked over a 16-month period to develop the policy. The Task Force was appointed as a result of the Executive's and Council's joint desire to create a comprehensive policy to address requests for noise walls. The policy is summarized in a brochure prepared by DPWT (©62-63). Essentially, groups of residents indicate their desire for walls, the candidate walls are evaluated and scored, and the Council ultimately selects the walls to be programmed for design and construction within the

level of funding it wishes to allocate to the program. The Council does not have to select the candidates with the highest scores, but to date it has. Typically the Council has made its selections in the biennial CIP, not as an off-year amendment.

Until now the Highway Noise Abatement PDF has reflected a biennial funding pattern: in odd-numbered years the program designs the next set of walls to be built and evaluates candidates for the following set of walls; in even-numbered years the designed walls are manufactured and installed. Therefore, the program has had relatively small expenditures in odd-numbered years and heavier spending in even-numbered years.

The first set of walls that the Council selected, which are along Shady Grove Road in Derwood, are currently being manufactured and will be installed in the late spring or summer. However, the balance of the program is in limbo, for two reasons. First of all, some problems have been identified with the operations of the policy—both by some residents and by DPWT—and so DPWT has reconstituted the Noise Abatement Task Force to craft revisions. The Task Force's recommendations will then go back to the Executive and the Council for action, probably late this summer.

Secondly, the cost of noise walls has increased tremendously, which raises the issue as to how much of their cost should be paid by general revenue (i.e., the general taxpayer) versus the beneficiaries (i.e., the benefited homeowners). The current policy calls for the County to pay for the cost up to \$50,000 per benefited residence, with benefited residences paying the difference above that amount. Initially nearly all candidate walls evaluated cost less than the \$50,000/home threshold, but now nearly all fall above it; not only have materials costs increased, but the cost and complexity of designing and supervising the installation of the walls have been greater than anticipated. This is one of the central issues to be addressed by the Task Force.

Since, the program is in limbo, how should funds be programmed to it? The Approved CIP assumes seven more walls to be built in FY10 (costing \$6.9 million, but assuming a \$2.5 million contribution from the benefited residences) and \$3.8 million for a yet undetermined set of walls in FY12 (©64). The Executive is recommending postponing the \$6.9 million (including the same \$2.5 million contribution) until FY12, with no more construction funds within the six-year period (©65). DPWT staff has explained that, with the Task Force just getting under way, there is no likelihood that the next set of walls can be designed in time for construction in FY10.

Council staff recommendation: Approve the PDF on ©66, which zeroes out funding in FYs09-10, shows design funds for the next set of walls in FY11, and adds sufficient funds in FYs13-14 for a \$3 million construction program in FY14. If the next construction year is FY12, there will be no work to conduct in FYs09-10. Providing \$400,000 for design in FY13 should be sufficient for a \$3 million construction program in FY14, which will also cost about \$800,000 (20% of construction cost) to supervise, based on past experience.

8. Montrose Parkway East (24-17). This project will be discussed at the February 28 worksession.

9. **Nebel Street Extended** (24-22). This project will extend Nebel Street north from Randolph Road as a 4-lane road to the vicinity of the new Target store in the Montrose Crossing Shopping Center. It will have a 5'-wide sidewalk on the west side and an 8'-wide bike trail on the east side. The developers of Target built the continuation of this road north to Bou Avenue. With the completion of the County's project, therefore, there will be a continuous north-south road between White Flint and Twinbrook that will be an alternative to Rockville Pike and Parklawn Drive/Nicholson Lane.

The project has been delayed for much of the past two years while the County has negotiated with the owner of the Sticks-'n'-Stuff store which stands in the road's planned right-of-way. The delay was anticipated two years ago, so the project is still planned for completion by FY11. However, the cost estimate has been raised by \$1,920,000 (16.0%) to acknowledge construction cost inflation over this period. **Council staff recommendation: Concur with the Executive.**

10. **Public Facilities Roads** (24-24). This project provides funds to reimburse developers for street construction abutting County schools, parks, or other public facilities. The Executive is recommending \$1,248,000 (40.9%) less in FYs09-14 than in FYs07-12. However, this is because several larger subprojects were implemented in FYs07-08 and no new comparably costly subprojects replaced them within the FY09-14 period. **Council staff recommendation: Concur with the Executive.**

11. **Randolph Road from Rock Creek to Charles Road** (24-25). This new project would address significant safety issues on the section of Randolph Road just east of Rock Creek. The road's tight curves and short turning lanes contribute to an acute safety risk particularly for drivers in the westbound (downhill) direction. The project cost is \$2,146,000; it would be designed in FY09 and built in FY10. **Council staff recommendation: Concur with the Executive.**

12. **Snouffer School Road Improvements** (not in Recommended CIP). DPWT has completed Phase II facility planning for this project on a 1.1-mile stretch of Snouffer School Road between Woodfield and Centerway Roads. It would generally widen the four existing travel lanes from 11' to 12', widen the center turn lane from 10' to 11', add 5'-wide bike lanes in each direction, and provide a continuous sidewalk on one side (where partial sidewalks exist) and a continuous shared use path on the other (where parts of a path exist). The cost of the project would be about \$19 million and could be built within the next four years. A map is on ©67.

The Snouffer School Road Coalition, representing four neighboring homeowners associations in Gaithersburg, opposes the project. It wrote to the County Executive that it particularly objects to the loss of mature trees along the south (residential) side of the right-of-way and are concerned that most of the widening will be to the south—25 feet closer to townhouses in some cases—and not to the north (commercial/industrial) side. DPWT staff is prepared to display its preliminary design for the road, showing precisely where the land takes would occur. As noted above, the Executive does not request funding for the project in the Recommended CIP.

Council staff recommendation: Concur with the Executive—do not fund this project now. There may be ways to mitigate some of the impact. For example, as it is in a suburban area, the default Road Code standards would call for 11'-wide (not 12'-wide) lanes, shaving 4' off the cross-section. The Bikeways Master Plan classifies the bikeway along this section of the road as BL-36 and calls for bike lanes, but not a shared use path: reducing the path to a sidewalk would shave off another 3'. Reducing the width of the landscape panel in some sections may reduce impacts further. But even if these suggestions reduce the impacts, the key problem is cost: if this project costs \$19 million (or even somewhat less), is it worth the expense to add a pair of 1.1-mile bike lanes?

13. State Transportation Participation (24-28). This project funds selected MDOT and WMATA capital projects. Future appropriations from this project require a State match. Projects eligible for funding are those that are noted in the latest Executive/Council State transportation priorities letter.

When the project was initiated two years ago, it was programmed with \$80 million of Liquor Fund revenue bonds in FYs07-09 and \$80 million of G.O. bonds in FYs10-12. Of this amount, \$9,969,000 (revenue bonds) was eventually allocated to Glenmont Metro Garage Expansion, and the \$150,031,000 balance remained in this project. Also in FY07 \$5,000,000 from this project was appropriated for the Bethesda Metro Southern entrance, \$8,239,000 for the Georgia Avenue/Randolph Road interchange, and \$2,400,000 for the I-270/Watkins Mill Road interchange, all in Liquor Fund bonds. Last summer the Council appropriated \$14,463,000 to accelerate the construction of the MD 355/Montrose interchange; the funds are returning to the County and are programmed in this project as State aid in FY11 (\$3,496,000) and FY12 (\$10,967,000). This is why the total cost of the project has increased from \$150,031,000 to \$164,494,000.

The Council should expect a further drawdown of about \$6.1 million for the Georgia Avenue/Randolph Road interchange. In late 2006 MDOT and DPWT tentatively agreed that if the County were to allocate another \$6.1 million for this interchange that the State would match it with an additional amount. That arrangement has not been consummated, although the State has assumed so by including the additional \$6.1 million when it programmed the full interchange project in the Final FY08-13 Consolidated Transportation Program. Once the County and the State have finalized a Memorandum of Understanding, the Executive is likely to transmit a supplemental appropriation request to the Council for the \$6.1 million.

Beyond this, what further draws might there be? Although the Georgia Avenue/Randolph Road interchange has an extended schedule—the project is not programmed to start construction until FY11 and finish after FY13—according to SHA this is an accurate representation of the project's production schedule, that is, the schedule is not constrained by the availability of funding. SHA believes it will take two years to acquire the remaining land and clear utilities, and construction might not be completed until 2015 or 2016. Therefore, there is not the opportunity to use State Transportation Participation funds to accelerate the completion of the interchange.

Further down the priority list there are several other projects for which an agreement might be sought with the State:

- *Constructing the Watkins Mill Road Extended bridge over I-270.* The two approaches to the bridge are scheduled for completion by the end of next year; the bridge would complete a link that would provide significant relief to the Frederick Avenue/Montgomery Village Avenue and the Quince Orchard Road/Clopper Road intersections.
- *Accelerating design and construction of Phase 2 of the MD 355/Montrose interchange (the bridge over CSX and Parklawn Drive).* This project is needed to fully realize the benefit of the Executive's recommended Montrose Parkway East project (which the Committee will review on February 28).
- *Bethesda Metro southern entrance.* On February 28 the Committee will consider the potential of fully funding this project, which connects the west end of the Purple Line directly to Metrorail. However, cost sharing with the State may also be possible.

These are just three of several potential agreements. *The key point is that an agreement on one or more of these projects is the only way the County can add significant transportation capacity and mobility during the next few years.* This is because these are the only set of projects that have progressed far enough into design that they could be built within 4-5 years.

Council staff recommendation: Concur with the Executive, but actively pursue opportunities for cost-sharing with MDOT and WMATA projects that would use these funds to accelerate transportation projects enhancing capacity and mobility.

14. Subdivision Roads Participation (24-29). This project provides funds for roadwork of joint use to new subdivisions and to the general public. The Executive is recommending \$6,000,000 (59.6%) less in FYs09-14 than in FYs07-12. However, this is because several larger subprojects were implemented in FYs07-08 and no new comparably costly subprojects replaced them within the FY09-14 period.

Planning staff note that it has had difficulty getting DPWT to submit these projects for Mandatory Referral review. The staff recommend that the PDF include the requirement that these projects be submitted as Mandatory Referrals.

Council staff recommendation: Concur with the Executive. Given that M-NCPPC is listed in the PDF's coordination box should be interpreted by DPWT as requiring Mandatory Referral. No additional text is necessary.

15. Thompson Road Connection (24-31). This new project would close a 300'-wide gap between Rainbow Drive and Thompson Road next to Briggs Chaney MS in the Good Hope Estates neighborhood of Cloverly. It would be built as a primary residential street: 36'-wide (two travel lanes with parking on both sides) and a 5'-wide sidewalk on the south side. The cost estimate is \$425,000. The link would be designed in FY09 and built in FY10.

When the Council approved this connection in the Cloverly Master Plan, it also appended three conditions to be met before it could be constructed:

1. *The connection project, whenever it is programmed, should be designed and budgeted to include traffic calming devices, such as circle(s) and traffic hump(s). The project's budget includes an allowance for traffic calming, the form of which will be determined during design.*
2. *The project is not to occur sooner than when the Norbeck Road Extended project is open to traffic. This occurred several years ago.*
3. *The connection is not to occur prior to a County-initiated study of cut-through traffic on the primary and secondary residential street system within the areas bounded by Spencerville, Peach Orchard, Briggs Chaney, and Good Hope Roads including Rainbow Drive and Thompson Road, and implementation of the measures identified to address cut-through traffic. The study and implementation of any restrictions resulting from it are planned to be accomplished commensurate with the design of the project.*

Council staff recommendation: Concur with the Executive.

16. Woodfield Road Extended (24-38). This project will extend Woodfield Road from the rear of the shopping center north to MD 27 at Faith Lane (including some transition improvements on MD 27 itself), providing a two-lane bypass for MD 124-bound commuters around the center of Damascus. The project also includes an 8'-wide hiker-biker trail on the east side of the road.

The cost of the project has increased by \$3,084,000 (27.0%) and its schedule has slipped more than two years. The contributing factors include: adding an offsite wetland mitigation site and a 5.6-acre reforestation easement, re-designing a stormwater management pond to avoid a newly identified historic resource, and the construction cost inflation for material and labor resulting from the two-year delay in accomplishing these tasks.

This PDF is also a prime example of one of the issues raised in the CIP Overview. According to the Approved FY07-12 CIP Woodfield Road Extended was to proceed to construction in FY07 and be completed in FY08, but it did not, for the reasons noted above. The actual schedule would now have construction begin in late FY09 and be completed in early FY11. The problem faced by the Executive is the burden on the FY09 and FY10 spending affordability guidelines if this slippage were to be shown: the slippage would crowd out fiscal space for other projects during those years. The rationale supporting the Executive's approach is that the County paid its 'spending affordability price' for this project within the FY07 and FY08 spending affordability guidelines, and that the very same costs should not be applied again against the FY09 and FY10 guidelines. As a result, the PDF shows an unrealistic (and untrue) construction expenditure schedule: \$6,000,000 in FY08, \$208,000 in FY09, \$299,000 in FY10, and \$3,361,000 (including site improvements and utilities) in FY11.

Council staff recommendation: Approve the revised PDF on ©xx. This PDF retains the inaccurate figures for FY08 and FY09 (so as not to count against the spending affordability total) but is a somewhat more accurate estimate of the cost distribution between FY10 and FY11.

E. TRAFFIC IMPROVEMENTS

1. 'Consent' projects.

Consent traffic improvement projects (page)	Funding Change	Timing Change
Friendship Heights Pedestrian-Transit Enhancement (25-4)	None	delayed 1 year
Guardrail Projects (25-6)	None	not applicable
Neighborhood Traffic Calming (25-8)	None	not applicable
Pedestrian Safety Program (25-10)	None	not applicable
Streetlight Enhancements CBD/Town Center (25-12)	None	not applicable

Council staff recommendation: Concur with the Executive. (In the Friendship Heights project, distribute the \$52,000 to be spent in FY09 between Planning, Design, and Supervision [\$7,000] and Construction [\$45,000].)

2. Advanced Transportation Management System (25-2). The ATMS project is a continuing program of capital investments in information technology to improve traffic flow and transit service. The program generally has been funded by the County at a rate of \$1,500,000 of Current Revenue annually for several years, periodically supplemented by State grants, Federal grants, or Mass Transit Funds for specific initiatives.

The Executive is recommending \$4,512,000 (27.3%) less in FYs09-14 than in FYs07-12. However, this is because most of Ride On's Computer Aided Dispatch (CAD)/Automatic Vehicle Locator (AVL) system was implemented in FYs07-08, and there is no comparably costly new initiative replacing it within the FY09-14 period. **Council staff recommendation:** Concur with the Executive.

3. Intersection and Spot Improvements (25-7). This project would improve safety at several intersections and spot locations. The Executive is recommending \$1,239,000 (24.3%) less in FYs09-14 than in FYs07-12. However, this is because some more costly improvements were built in FYs07-08, and there is no comparably costly new subprojects replacing them within the FY09-14 period. The Executive's proposed spending is the same as in the Approved CIP for FY09-on. It does not include the additional \$500,000/year (\$3,000,000 over the six-year period) proposed in his Pedestrian Safety Initiative. (The Committee may wish to address this issue now or wait to see if the Executive will recommend more funding as part of his March CIP recommendations.) A chart showing the improvements planned during the next six-year period is on ©69.

The Planning Board annually submits its suggestions to the Executive prior to the development of the Recommended CIP. The suggestions transmitted last summer included three intersection improvements that are not included in the Recommended CIP:

- Connecticut Avenue (MD 185) at Jones Bridge Road
- Columbia Pike (US 29) at Southwood Avenue
- Norbeck Road (MD 28) at Bauer Drive

The Planning staff note two other needs in association with high school expansion projects:

- Columbia Pike (US 29) at Greencastle Road (Paint Branch HS expansion)
- Rockledge Boulevard at Rockledge Drive (Walter Johnson HS expansion)

Four of these intersection improvements are at State highway intersections; SHA should be approached to evaluate these intersections for improvement. The Rockledge Boulevard/Rockledge Drive intersection should be evaluated for possible funding under the Transportation for New Schools project.

The funding source for this project is primarily G.O. bonds, but the Executive is showing \$480,000 of impact tax funding in FY11, as had been shown in the Approved CIP. However, it does not appear that \$480,000 of spending will occur in that year on improvements which add capacity, a requirement of impact tax spending. **Council staff recommendation: Concur with the Executive, except to replace the \$480,000 in impact tax funding in FY11 with G.O. bonds instead.**

4. Pedestrian Lighting Participation – MSHA Projects (25-9). The State Highway Administration does not provide continuous roadway streetlighting in its projects: lighting desired primarily for sidewalks and trails alongside roads. However, SHA will fund such a program as long as the local jurisdiction funds the necessary amount above SHA's maximum contribution, which is \$2,500 per fixture for fixtures up to 14 feet tall, and \$4,200 per fixture for fixtures up to 25 feet tall. The Executive's Pedestrian Safety Initiative proposes programming \$2,040,000 to fund the County's share of continuous lighting for two SHA projects: the Rockville Pike/Montrose Road interchange in FY10 and the widening of Woodfield Road in FY11. However, as noted above, the Executive has recommended funding only \$60,000 to date. The Planning staff supports funding the full cost of the project.

Considering the number and height of streetlights in these projects that are eligible for cost-sharing, DPWT staff estimates that SHA's contribution would be \$520,000 between the two projects. This means that the County would be providing about \$4 for every \$1 matched by SHA.

Council staff recommendation: Delete this project. Providing County funds for 80% of the lighting that is eligible for a 20% State match would not be a wise use of resources, unless these two projects are among the highest priorities for pedestrian lighting. Council staff suspects they are not. Should the Executive come up with the \$2 million balance in his March CIP

amendments, pedestrian safety would be better served by redirecting it either to Streetlighting or Streetlight Enhancements: CBD/Town Center (see below).

5. Redland Road from Crabbs Branch Way to Baederwood Lane (25-12). This project would widen Redland Road to 4 through lanes (2 in each direction) between Crabbs Branch Way and Needwood Road, with a hiker-biker path on the northwest side of Redland Road to Baederwood Lane. The cost has increased by \$491,000 (9.9%) and its completion delayed one year, to FY10. **Council staff recommendation: Concur with the Executive** (and correct spelling of 'Baederwood' on the PDF).

6. Silver Spring Traffic Improvements (25-14). Over the years this project has funded several improvements in and around the Silver Spring CBD. The Executive is recommending \$726,000 more for the project. The only subproject being developed currently under this program is at the intersection of Colesville Road and Dale Drive, which is now scheduled for completion in FY11, a two-year delay from the schedule in the Approved CIP.

The PDF in the Recommended CIP does not correctly reflect the current production schedule. Although the expenditure schedule on page 25-14 suggests most of the construction occurring in FY09, construction is now anticipated to begin during the latter half FY10, with most of the work occurring in FY11.

Council staff recommendation: Approve the revised PDF on ©70, which reflects the current production schedule.

7. Streetlighting (25-17). The Executive's proposed spending is the same as in the Approved CIP for FY09-on. It does not include the additional \$500,000/year (\$3,000,000 over the six-year period) proposed in his Pedestrian Safety Initiative. (The Committee may wish to address this issue now or wait to see if the Executive will recommend more funding as part of his March CIP recommendations.) **Council staff recommendation: Concur with the Executive.**

8. Traffic Signal System Modernization (25-18). The Executive is recommending a new project to conduct a major upgrade to the traffic signal system. The primary problem with the signal system—here defined as everything in the system except the signal heads themselves—is its rapid obsolescence and the inability to get replacements for most of its parts. The central controller and several individual signal controllers could fail at any time. If this were to occur each signal could be set individually, but there would be no ability to readily set signal progressions, adjust when signals go on 'flash' mode, or to perform any other system-wide traffic management function. A less urgent, but still serious concern is the inability for the current system to handle a system of traffic signals which is still growing at a rate of about 40 intersections annually.

The design phase of this project was funded over the past two years at a cost of about \$2.5 million. Two years ago the estimate was that the entire project would cost \$10-30 million, depending upon the technology selected. The Executive's recommended program would cost \$34,020,000 (including the already funded design cost) and would take six years to complete.

Since many of the signals are on State highways, of the \$31,526,000 recommended during FY09-14, \$12,128,000 (38.5%) is anticipated to be supported by State funds, although at this writing there is not yet a written commitment.

The Planning staff notes that when it has found less than desirable pedestrian timing at intersection crossings, DPWT's response has often been that there are limitations that cannot be overcome with the existing signal system. The staff recommend that DPWT brief the Council on how our traffic signals currently accommodate pedestrians, what new features would be provided in this regard in the new system, and to modify the PDF to describe and require these features. The staff also suggest that the Council might inquire of other jurisdictions and experts what features could and should be included in the new system.

DPWT staff have been requested to brief the Committee on the scope and purpose of this program. **Council staff recommendation: Concur with the Executive, perhaps adding text about pedestrian timing improvements depending upon the results of the briefing.**

9. Traffic Signals (25-20). This program installs, modifies, and replaces traffic signals on County roads. For many years the funding has been held level at \$2,800,000 annually. However, the price of signal equipment has increased rapidly and design-related costs have also grown. Therefore, to keep the same level of effort requires a 64% increase in equipment costs and a 27% increase in design costs, a net increase of \$1,425,000 (50.9%) annually, and \$8,550,000 over the six-year period. **Council staff recommendation: Concur with the Executive.**

January 08, 2008
No
None.
On-going

[illegible]

Contributions	4,044	0	1,044	3,000	500	500	500	500	500	500	0
Current Revenue: General	8715 42,263	0	4,367	43,630	0 3,548	4,348	0	0	0	0	0
G.O. Bonds	30662 27,114	0	4058	510 26,604	1,952	1,452	5,800	5,800	5,800	5,800	0
Total	43,421	0	5,021	27,500	6,000	6,300	6,300	6,300	6,300	6,300	0

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. The County currently maintains about 1,034 miles of sidewalks and about 2,098 miles of curbs and gutters. Many years of paving overlays have left some curb faces of two inches or less. Paving is milled, and new construction provides for a standard six-inch curb face. The project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. Some funds from this project support the Renew Montgomery and Main Street Montgomery programs. A significant aspect of this project has been and will be to provide safe pedestrian access and ensure ADA compliance.

Mileage of sidewalks and curb/gutters has been updated to reflect the annual acceptance of new infrastructure to the County's inventory.

Increase due to the addition of FY13 and FY14 to this ongoing project.

Curbs, gutters and sidewalks have a service life of 30 years. Freeze/thaw cycles, de-icing materials, tree roots, and vehicle loads accelerate concrete failure. The County should replace 70 miles of curbs and gutters and 35 miles of sidewalks annually to provide for a 30 year cycle. Deteriorated curbs, gutters, and sidewalks are safety hazards to pedestrians and motorists, increase liability risks, and allow water to infiltrate into the sub-base causing damage to roadway pavements. Settled or heaved concrete can trap water and provide breeding places for mosquitoes.

A Countywide inventory of deteriorated concrete was performed in the late 1980's. Portions of the Countywide survey are updated during the winter season. The March 2006, "Report of the Infrastructure Maintenance Task Force," identified an annual replacement program level of effort based on a 30 year life for curbs and gutters.

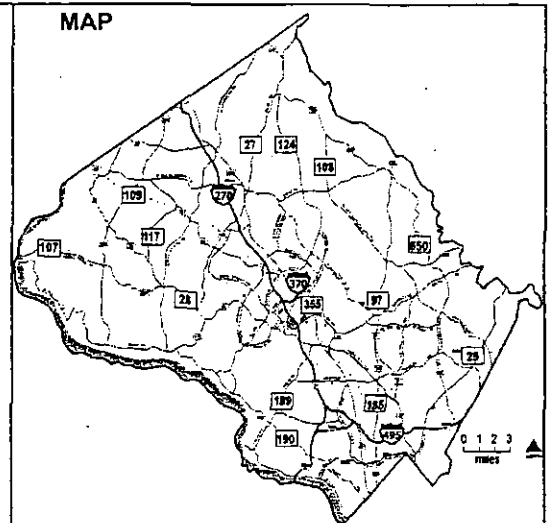
The Department of Public Works and Transportation maintains a list of candidate projects requiring construction of curbs and gutters based on need and available funding. The design and planning stages, as well as final completion of the project will comply with the Department of Public Works and Transportation (DPWT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and Americans with Disabilities Act (ADA) standards.

Since FY87, the County has offered to replace deteriorated driveway aprons at the property owners' expense up to \$500,000. Payments for this work are displayed as "Contributions" in the funding schedule.

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY81	(\$000)
First Cost Estimate		
Current Scope	FY09	43,421
Last FY's Cost Estimate		35,440
Appropriation Request	FY09	2,452,600
Appropriation Request Est.	FY10	6,300
Supplemental Appropriation Request		3,548.0
Transfer		0
Cumulative Appropriation		5,921
Expenditures / Encumbrances		5,175
Unencumbered Balance		746
Partial Closeout Thru	FY06	66,148
New Partial Closeout	FY07	4,619
Total Partial Closeout		70,767

Washington Suburban Sanitary
Commission
Other Utilities
Montgomery County Public Schools
Homeowners
Montgomery County Pedestrian Safety
Advisory Committee
Commission on People with Disabilities



Street Tree Preservation -- No. 500700

Category	Transportation	Date Last Modified	December 31, 2007
Subcategory	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Countywide	Status	On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,510	0	250	1,260	210	210	210	210	210	210	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	7,785	2,205	840	4,740	790	790	790	790	790	790	0
Other	5	5	0	0	0	0	0	0	0	0	0
Total	9,300	2,210	1,090	6,000	1,000	1,000	1,000	1,000	1,000	1,000	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	9,300	2,210	1,090	6,000	1,000	1,000	1,000	1,000	1,000	1,000	0
Total	9,300	2,210	1,090	6,000	1,000	1,000	1,000	1,000	1,000	1,000	0

DESCRIPTION

This project provides for the preservation of street trees through proactive pruning that will include the removal of limbs to: reduce safety hazards to pedestrians and motorists; preserve the health and longevity of trees; correct structural imbalances/defects; improve aesthetics and adjacent property values; and improve sight distance. Proactive pruning will prevent premature deterioration, minimize liability, reduce storm damage potential and costs, improve appearance and enhance the condition of street trees.

COST CHANGE

Increase due to the addition of FY13 and FY14 to this ongoing project and greater levels of effort in Fys 11-14.

JUSTIFICATION

Prior to FY84 the County provided for scheduled cyclical pruning every six years for all trees in the old Suburban District. This work was funded through the dedicated Suburban District Tax. Between FY84 and FY97, fiscal constraints caused a reduction in pruning to a 40-90 year cycle. In FY97, the County eliminated the Suburban District Tax and expanded its street tree maintenance program from the old Suburban District to include the entire County and the street tree population increased from an estimated 100,000 to over 250,000 trees. Since that time, only pruning in reaction to emergency/safety concerns has been provided. A street tree has a life expectancy of 60 years and, under current conditions, a majority of street trees will never receive any pruning. Lack of cyclical pruning leads to increased storm damage and cleanup costs, right-of-way obstruction and safety hazards to pedestrians and motorists, premature death and decay from disease, weakening of structural integrity, and increased public security risks. Healthy street trees provide a myriad of public benefits including energy savings, aesthetic enhancements that soften the hard edges of buildings and pavements, property value enhancement, mitigation of various airborne pollutants, reduction in the urban heat island effect, and stormwater management enhancement. Various CIP projects provide for the preservation, revitalization, restoration, or protection of all types of public infrastructure.

The "Forest Preservation Strategy" Task Force Report (October, 2000) recommends the development of a "green infrastructure" CIP project for street tree maintenance. The "Forest Preservation Strategy Update" (July, 2004) reinforced the need for a CIP project that addresses street trees. Also, see recommendations in the inter-agency study of tree management practices by the Office of Legislative Oversight (Report #2004-8 - September, 2004) and the Tree Inventory Report and Management Plan by Appraisal, Consulting, Research, and Training Inc. (November, 1995). Studies have shown that healthy trees provide significant year-round energy savings. Winter windbreaks can lower heating costs by 10 to 20 percent and summer shade can lower cooling costs by 15 to 35 percent. Every tree that is planted and maintained saves \$20 in energy costs per year. In addition, a healthy street tree canopy captures the first 1/2 inch of rainfall reducing the need for stormwater management facilities.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

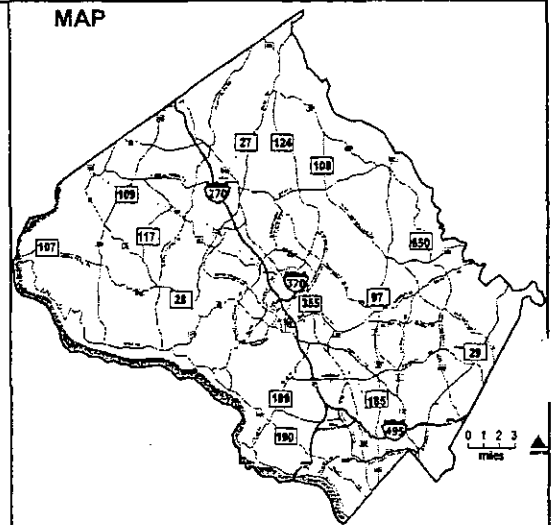
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	1,510	
Current Scope	FY09	9,300
Last FY's Cost Estimate	7,300	
Appropriation Request	FY09	1,000
Appropriation Request Est.	FY10	1,000
Supplemental Appropriation Request	0	
Transfer	0	
Cumulative Appropriation	3,300	
Expenditures / Encumbrances	2,663	
Unencumbered Balance	637	
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout	0	

COORDINATION

Maryland-National Capital Park and Planning Commission
Department of Environmental Protection
Maryland Department of Natural Resources
Utility companies

MAP



Ride On Fleet Expansion -- No. 500535

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None.

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

May 12, 2005
NONE
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Remain. FY08	Total 6 Years	FY09 FY09	FY10 FY06	FY11 FY07	FY12 FY08	FY13 FY09	FY14 FY10	Beyond 6 Years
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land											
Site Improvements and Utilities Construction											
Other	14000 18,640	0	0	14000 18,640	0 640	0	0 2,000	3,000	14000 6,000	7,000	0
Total	14000 18,640	0	0	14000 18,640	0 640	0	0 2,000	3,000	14000 6,000	7,000	0

FUNDING SCHEDULE (\$000)

Impact Tax	14000 18,000	0	0	14000 18,000	0	0	0 2,000	3,000	14000 6,000	7,000	0
Mass Transit Fund	640	0	0	640	640	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				1,107	0	123	246	246	246	246	246
Program-Staff				1,881	0	209	418	418	418	418	418
Program-Other				3,034	0	426	652	652	652	652	652
Offset Revenue				594	0	-66	-132	-132	-132	-132	-132
Net Impact				5,428	0	692	1,184	1,184	1,184	1,184	1,184
Workyears					0.0	4.0	7.0	7.0	7.0	7.0	7.0

DESCRIPTION

This project provides for the acquisition of buses that expand the size of the Ride On fleet.

Service Area

Countywide

JUSTIFICATION

The County's 10-Year Transportation Plan calls for the expansion of the Ride On fleet by 144 buses to expand bus transit service with new routes and increased frequency on existing routes. Expanding the fleet is essential to reduce congestion and to increase mobility.

Cost Change

Reduced for fiscal capacity.

STATUS

Planning

OTHER

Impact taxes are assumed for this project. In FY05 this project will acquire four small Ride On buses.

FISCAL NOTE

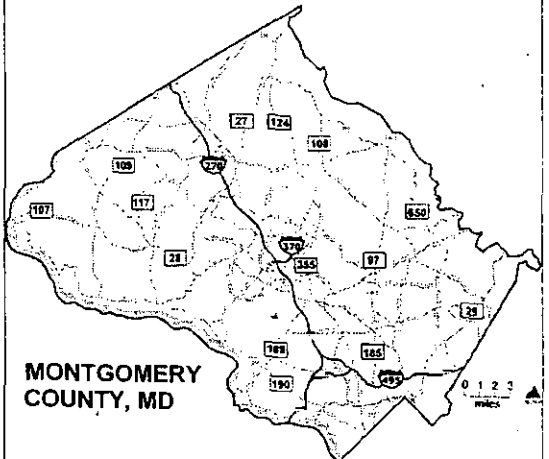
Operating Budget Impact (OBI) relates to FY05 bus purchases only. OBI for bus acquisition programmed in FY07 and beyond will be developed based on the type of buses to be acquired.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		21,385
First Cost Estimate		
Current Scope	FY09 14000	21,385
Last FY's Cost Estimate	0	21,385
Present Cost Estimate	14000 18,640	
Appropriation Request	FY09 0	2,743
Supplemental		
Appropriation Request	FY10	0
Transfer		0
Cumulative Appropriation	0	2,743
Expenditures/		
Encumbrances		0
Unencumbered Balance	0	2,743
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

COORDINATION

MAP



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Summary Budget Table

This budget summary table identifies the funding requirements associated with each strategy. It identifies the source of funds and whether they are existing, one-time, or recurring funds. All funds shown are in thousands of dollars.

Project Description	Operating or Capital Budget	Existing Annual Funding*	New Funding		
			One-Time	Annual Recurring	
Strategy 1: High Incidence Areas					
High incidence areas (HIAs)	Capital			\$1,200	
Education and outreach for HIAs	Operating			\$100	
Speed monitoring & survey for HIAs	Operating			\$100	
Subtotal Strategy 1				\$1,400	
Strategy 2: Pedestrian Network & Connectivity					
Pedestrian network facility plan	Operating		\$500		
Accelerate "Safe Routes to Schools" program	Operating	\$80		\$521	
Enhanced sidewalk construction program	Capital	\$1,350		\$1,000	
Enhanced crosswalk installation/maintenance	Operating	\$200		\$100	
Enforcement of pedestrian accommodations in work zones	Operating			\$174	
Subtotal Strategy 2		\$1,630	\$500	\$1,795	
Strategy 3: Increase Planning Emphasis					
Increase emphasis on pedestrians by Planning Department	Operating		\$0	\$0	
Subtotal Strategy 3			\$0	\$0	
Strategy 4: Corridor & Intersection Modifications					
Redesign/reconstruct roads and intersections	Capital			\$500	
Subtotal Strategy 4				\$500	
Strategy 5: Upgrade Pedestrian Signals					
Reassess pedestrian signal timings	Operating		\$1,125		
Accessible pedestrian signals (APS)	Capital			\$150	
Subtotal Strategy 5			\$1,125	\$150	
Strategy 6: Enhance Street Lighting					
Lighting evaluation	Operating		\$100		
New street lighting: major lighting projects	Capital			\$500	
New street lighting: MSHA projects	Capital		\$2,040		
Biannual streetlight inspection	Operating			\$75	
Subtotal Strategy 6			\$2,140	\$575	
Strategy 7: Enforcement & Education					
Enhance County-wide enforcement operations	Operating			\$100	
Regional Street Smart campaign	Operating	\$45		\$45	
Expand crash analysis and data collection capability	Operating			\$71.5	
Enhance education and awareness among at-risk populations	Operating			\$50	
Distribute reflective materials	Operating	\$8		\$72.5	
Annual Countywide survey	Operating			\$20	
Subtotal Strategy 7		\$53		\$359	
Total Expenditures			\$1,683	\$3,765	
				\$4,779	

* Current funding levels for initiative items. Does not include CIP funding of about \$30 million/year in other CIP projects.

ADA Compliance: Transportation -- No. 509325

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Public Works & Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 03, 2008
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	908	0	164	744	124	124	124	124	124	124	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	275	0	107	168	28	28	28	28	28	28	0
Construction	15,127	0	1,893	8,058	1,343	1,343	1,343	1,343	1,343	1,343	5,176
Other	0	0	0	0	0	0	0	0	0	0	0
Total	16,310	0	2,164	8,970	1,495	1,495	1,495	1,495	1,495	1,495	5,176

FUNDING SCHEDULE (\$000)

G.O. Bonds	16,310	0	2,164	8,970	1,495	1,495	1,495	1,495	1,495	1,495	5,176
Total	16,310	0	2,164	8,970	1,495	1,495	1,495	1,495	1,495	1,495	5,176

DESCRIPTION

This project provides both curb ramps for sidewalks and new transportation accessibility construction in compliance with the requirements of the Americans with Disabilities Act of 1991 (ADA). This improvement program provides for planning, design, and reconstruction of existing infrastructure Countywide to enable obstruction-free access to public facilities, public transportation, Central Business Districts (CBDs), health facilities, shopping centers and recreation. Curb ramp installation at intersections along residential roads will be constructed based on population density. Funds are provided for the removal of barriers to wheelchair users such as signs, poles, and fences and for intersection improvements, such as the reconstruction of median breaks and new curb ramps, crosswalks, and sidewalk connectors to bus stops. Curb ramps are needed to enable mobility for physically-impaired citizens; for the on-call transit program, "Accessible Ride On"; and for County-owned and leased facilities. A portion of this project will support the Renew Montgomery program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

JUSTIFICATION

Areas served by Metrorail and other densely populated areas have existing infrastructure which was constructed without adequate consideration of the specialized needs of persons with disabilities or impaired mobility. In compliance with the ADA, this project improves access to public facilities and services throughout the County.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

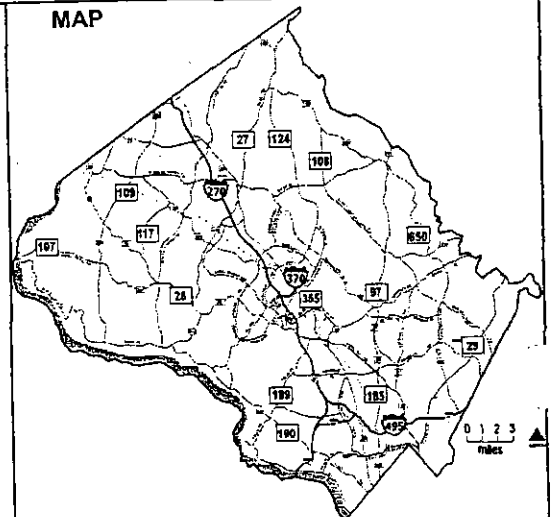
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate	FY09	16,310
Current Scope		
Last FY's Cost Estimate		16,310
Appropriation Request	FY09	16,221,495
Appropriation Request Est.	FY10	16,221,495
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,164
Expenditures / Encumbrances		1,235
Unencumbered Balance		929
Partial Closeout Thru	FY06	13,342
New Partial Closeout	FY07	1,658
Total Partial Closeout		15,000

COORDINATION

Maryland Department of Transportation
Washington Metropolitan Area Transit Authority
Department of Housing and Community Affairs
Health and Human Services
Commission on People with Disabilities
Montgomery County Pedestrian Safety Advisory Committee
Commission on Aging
Maryland State Highway Administration
MARC Rail
Sidewalk and Infrastructure Revitalization Project
Annual Sidewalk Program

MAP



Pedestrian/Bike/ADA Analysis Sheet

9/6/07

Analysis of the Capital Projects should address impacts to pedestrian's activity as a result of the project. Please fill out the following form and retain in your files for each PDF.

Project Name: Dale Drive Sidewalk

CIP#: 500904

1. Connectivity:

List any destinations within approximately 2 miles such as schools, parks, commercial/retail, employment centers and/or public facilities that this project may provide access to. List any other important destination that may pertain to the project.

- Sligo Creek ES and Silver Spring Int. MS
- Sligo Creek Park
- Highland View ES
- Oak View ES
- East Silver Spring ES
- Silver Spring Metro
- M-NCPPC
- NOAA
- Nolte Park
- Downtown Silver Spring Shopping Center
- City Place Shopping Center
- Bullis Park
- Blair Park Plaza
- Fairview Park
- Ellsworth Park
- Seminary Pl Shopping Center
- Jesup Blair Park
- Montgomery College-Takoma Park
- Spring Center Shop Center
- Acorn Hill Children Center
- Silver Sprig Int. Park
- Rosemary Hills ES
- County Police Station
- Silver Spring Fire Station
- Woodline ES
- Warren Street Ind Center
- YMCA
- Eastern MS

2. Master Plan Issues:

List the master plan, page # and recommendations for sidewalks, bikeways or other related issues such as streetscape requirements that impact the project. Include recommended road right-of-way, number of lanes, etc.

East Silver Spring Master Plan (Approved and Adopted, December 2000)

- Pg. 67: Improved pedestrian access to shopping areas, transit, and community facilities by providing wide, tree-lined sidewalks throughout the area. Improve crossings with pedestrian signals and limitations on right turns where appropriate. Good pedestrian walkways should be provided in all residential areas. The most important routes are identified by their main function and should be given priority. In many places, while sidewalks currently exist, they are inadequate and should be improved.
- Pg 67: Major Neighborhood Routes: These are routes that fill gaps between neighborhoods and important community destinations. The major neighborhood routes connect to the pedestrian system framework routes, as well as to parks, schools, and commercial and institutional centers.

3. Existing conditions:

Analyze existing crosswalks, sidewalks; curb ramps, street lighting, pedestrian signals and bus stops (and any others). List missing items and deficiencies such as poles or other obstructions in the sidewalk space, trees blocking illumination, and need for streetlights. Check for pedestrian/bike accident histories. Determine if bus stops will be properly located after the project is completed (contact Transit Division Planner for assistance). List any other deficiency/problem.

The purpose of project is to connect the existing sidewalks at its western and eastern end project limits. Because there is no sidewalk from Mansfield Road to Hartford Avenue, pedestrians are forced to walk on the shoulders of Dale Drive. In addition, because a number of residents do not have driveways, they park their vehicles on the shoulder which leaves inadequate space for pedestrians to walk on. There is a bus stop for No. 3 Ride-on bus and is highly used during rush hour for a service between Silver Spring and Takoma Park metro stations. The bus stop will be properly located after the completion of the construction.

4. Recommended improvements :

Identify pedestrian improvements that are part of a project. The improvements should enhance/improve existing conditions or provide reasonable pedestrian/bicycle accessibility and meet ADA guidelines. The project will carry out the proposed improvements if funded. How are the existing conditions incorporated into the project to ensure pedestrian safety in the area surrounding the project?

The project as a whole improves the pedestrian safety. The project provides 5-foot wide concrete sidewalk with 3-foot of landscape panel between the sidewalk and curb and 7-foot wide sidewalk without landscape panel where there are retaining walls. Handicap ramps will also be constructed at intersections throughout the project site.

5. Additional Cost/Impacts/Issues:

List any extraordinary costs or impacts to the project created by the provision of pedestrian, bicycle or ADA accessibility (if any).

Discuss how the projects will either retain the existing safety level or to what extent we expect safety to improve and why?

The existing steep topographic condition causes a substantial amount of total project cost for Dale Drive Sidewalk. However, the project will greatly improve the safety level of pedestrians who are currently forced to walk on the shoulders of Dale Drive.

Resources:

'Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities', 1992

Architectural and Transportation Barriers Compliance Board, ADA, Accessibility Guidelines for Buildings and Facilities; Architectural Barriers Act (ABA); Accessibility Guidelines; 'Proposed Rule', 1999

American Association of State Highway and Transportation Officials (AASHTO), 'Guide for the Development of Bicycle Facilities', 1999

Pedestrian/Bike/ADA Analysis Sheet

6/5/2007

Analysis of the Capital Projects should address impacts to pedestrian's activity as a result of the project. Please fill out the following form and retain in your files for each PDF.

Project Name: Falls Road East Side Hiker/Biker Path CIP #:500905

1. Connectivity:

List any destinations within approximately 2 miles such as schools, parks, commercial/retail, employment centers and/or public facilities that this project may provide access to. List any other important destination that may pertain to the project.

Bullis School, Ritchie Park Elementary School, Wayside Elementary School, Potomac Elementary School, German Elementary School, Potomac Community Center, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, Saint Raphael Catholic Church, Washington Hebrew Congregation Center, Congregation Har Shalom, Holly Resurrection Church, and Potomac United Methodist Church.

2. Master Plan Issues:

List the master plan, page # and recommendations for sidewalks, bikeways or other related issues such as streetscape requirements that impact the project. Include recommended road right-of-way, number of lanes, etc.

The adopted 2002 Potomac Subregion master plan (page 119 of Board Draft and 21 of adopted) calls for the construction of a Class-I bikeway from Rockville City line to MacArthur Boulevard.

3. Existing conditions:

Analyze existing crosswalks, sidewalks; curb ramps, street lighting, pedestrian signals and bus stops (and any others). List missing items and deficiencies such as poles or other obstructions in the sidewalk space, trees blocking illumination, and need for streetlights. Check for pedestrian/bike accident histories. Determine if bus stops will be properly located after the project is completed (contact Transit Division Planner for assistance). List any other deficiency/problem.

Pedestrian/Bike/ADA Review Sheet, Cont'd. – Page 2

There is a 4-foot concrete sidewalk along the east side of Falls Road from River Road to Gable Manor Court. The remainder of project corridor lacks sidewalks or other pedestrian paths. Crosswalks exist across Falls Road at major intersections. There are bus stops along both sides of the road along the project corridor.

4. Recommended improvements :

Identify pedestrian improvements that are part of a project. The improvements should enhance/improve existing conditions or provide reasonable pedestrian/bicycle accessibility and meet ADA guidelines. The project will carry out the proposed improvements if funded. How are the existing conditions incorporated into the project to ensure pedestrian safety in the area surrounding the project?

The project provides improvements for pedestrians from River Road to Dunster Road by constructing an 8-foot path along the east side of Falls Road and improving the bus stops. Currently there is no such path along Falls Road. The proposed path greatly improves pedestrian and bicycle accessibility and will incorporate ADA guidelines.

5. Additional Cost/Impacts/Issues:

List any extraordinary costs or impacts to the project created by the provision of pedestrian, bicycle or ADA accessibility (if any).

Discuss how the projects will either retain the existing safety level or to what extent we expect safety to improve and why?

The project will greatly improve safety level of pedestrians and bicyclists.

Resources:

'Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities', 1992

Architectural and Transportation Barriers Compliance Board, ADA, Accessibility Guidelines for Buildings and Facilities; Architectural Barriers Act (ABA); Accessibility Guidelines; 'Proposed Rule', 1999

American Association of State Highway and Transportation Officials (AASHTO), 'Guide for the Development of Bicycle Facilities', 1999

Falls Road East Side Hiker/ Biker Path -- No. 500905

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Public Works & Transportation
Potomac-Travilah

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2008
No
None
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1170 260	0	0	1170 260	50 480	130 80	80 0	360 0	330 0	220 0	0
Land	3900 4700	0	0	3900 4700	0	1000 500	2900 900	0 3300	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	2100 0	1050 0	0
Construction	0	0	0	0	0	0	0	320 0	4510 0	820 0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	16760 4960	0	0	16760 4960	50 480	1130 580	2980 900	3300	6940 0	2090 0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	16683 4899	0	0	16683 4899	50 480	1130 549	2980 900	2300	6940 0	2090 0	0
Intergovernmental	75 64	0	0	75 64	0	0 64	0	75 0	0	0	0
Total	4960	0	0	4960	50 480	1130 580	2980 900	2300	6940 0	2090 0	0

DESCRIPTION

This project provides funds to develop final design, plans and to acquire right-of-way, and construct approximately 4 miles of an 8-foot bituminous hiker/biker path along the east side of Falls Road from River Road to Dunster Road. Falls Road is classified as a major highway and has a number of side street connections along the project corridor. The path will provide pedestrian and cyclist safe access to communities along this project corridor and will provide connection to existing pedestrian facilities to the north (Rockville) and to the south (Potomac).

JUSTIFICATION

The path provides much needed access to public transportation along Falls Road. The path will provide pedestrian access to the following destinations: bus stops along Falls Road, Bullis School, Ritchie Park Elementary School, Potomac Community Center, Potomac Library, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, and a number of religious facilities along Falls Road.

The 2002 Potomac Subregion Master Plan calls for a Class I (off-road) bike path along Falls Road from the Rockville City limit to MacArthur Boulevard. The path is a missing link between existing bicycle facilities within the City of Rockville and existing path along Falls Road south of River Road.

OTHER

Montgomery County Department of Public Works and Transportation has completed Phase 2 Facility Planning, preliminary design, with funds from Annual Bikeway Program.

FISCAL NOTE

Federal Transportation Enhancement Funds will be pursued after property acquisition has been completed.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

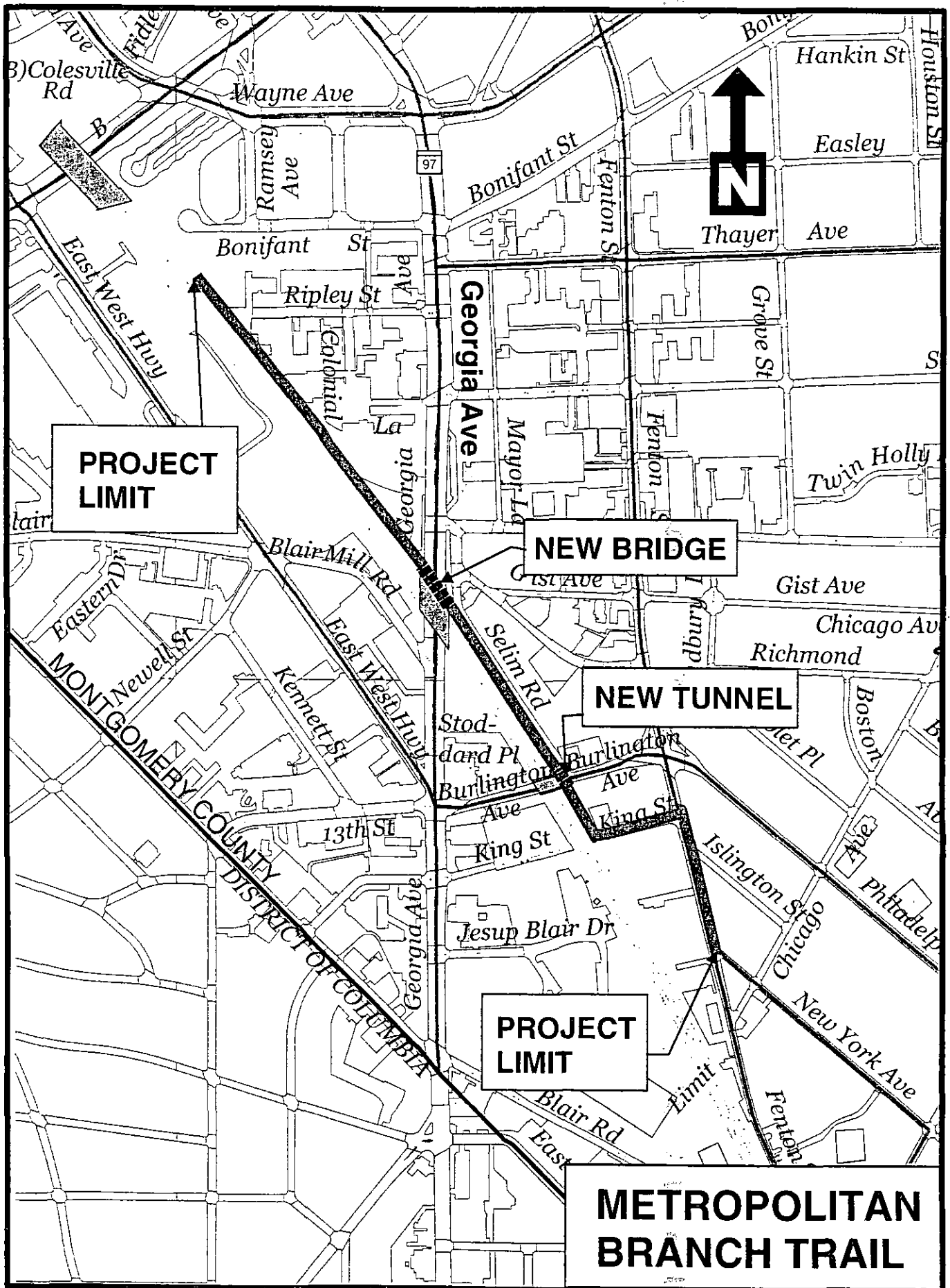
Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	16760
Current Scope		4960
Last FY's Cost Estimate		0
Appropriation Request	FY09	260
Appropriation Request Est.	FY10	3900 4700
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
State Highway Administration
Utility Companies
Department of Environmental Protection
Department of Permitting Services
Washington Gas
PEPCO
Verizon
Maryland Department of Natural Resources

MAP

See Map on Next Page





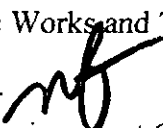
MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

NANCY FLOREEN
COUNCILMEMBER AT-LARGE

MEMORANDUM

June 29, 2006

TO: Arthur Holmes, Jr., Director
Department of Public Works and Transportation

FROM: Nancy Floreen, Chair 
Transportation and Environment Committee

SUBJECT: Metropolitan Branch Trail project

On June 26, 2006 the T&E Committee reviewed the results of Phase I facility planning for the Metropolitan Branch Trail project. The Committee concurs with the Planning Board's recommendation that Option 1 in the Project Planning Prospectus—the master-plan option—should proceed to Phase II of facility planning (see the attached May 25, 2006 letter to you from the Board). We recognize that the alignment of the planned hiker-biker bridge over Georgia Avenue may need to be altered somewhat to allow for sufficient visibility of the traffic signals at the Georgia Avenue/Sligo Avenue intersection.

The Committee appreciates the work the Department of Public Works and Transportation has completed to date on this project. We look forward to the completion of Phase II facility planning for the Metropolitan Branch Trail project by the winter of 2007/2008 so that we can consider the project for funding as part of the FY09-14 Capital Improvements Program.

attachment

cc: Councilmembers
Derick Berlage, Chair, Montgomery County Planning Board

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TRAN



RECEIVED
MONTGOMERY COUNTY
COUNCIL

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Office of the Chairman, Montgomery County Planning Board
2006 JUN -6 PM 4:11

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023353

May 25, 2006

Arthur Holmes, Jr., Director
Montgomery County Department of Public Works and Transportation
101 Monroe Street, 10th Floor
Rockville, MD 20850

Dear Art Mr. Holmes:

At its May 18, 2006 meeting, the Planning Board held a public hearing on the Metropolitan Branch Trail Phase I Facility Planning Project Prospectus. After hearing the planning staff recommendation for a modified Option 5 (see attached staff report) and receiving oral and written testimony from more than a dozen people, the Board unanimously recommended that Option 1 be carried into Phase II Facility Planning. Option 1 is the Sector/Master Plan alignment that provides for a new trail bridge over Georgia Avenue and a new tunnel under Burlington Avenue (MD 410). It was the construction alternative recommended in the Maryland-National Capital Park and Planning Commission Facility Planning study that was approved by the Planning Board in early 2001 and subsequently transmitted to Department of Public Works and Transportation.

The Board views a fully grade-separated trail as integral to and consistent with the County's multimillion-dollar investment to revitalize downtown Silver Spring. The alignment and design proposed under Option 5, and recommended by your staff, is wholly inadequate for a regional trail that is expected to generate nearly as many trail users as the Capital Crescent Trail in Bethesda after the Silver Spring Transit Center (SSTC) opens: 150-300 trail users per hour on weekends and 50-150 trail users on weekdays. The trail will serve as the principal non-motorized connection to the SSTC from Montgomery College and east Silver Spring neighborhoods. This 0.6-mile segment of the Metropolitan Branch Trail (MBT) is also a critical link in the regional trail system that connects Silver Spring with Union Station in the District, and with Bethesda and points west via the future Georgetown Branch Trail and BiCounty Transitway.

The Board is aware of and sensitive to the projected high cost of implementing Option 1. It believes that the planning staff recommendation for a modified Option 5 could save some money in the short term and that the alignment may be suitable as the interim trail. However, we believe that *interim* trails, particularly those like the MBT with complex alignments and issues, often become facilities that last 20-years or longer. As a result, the Board strongly recommends that the County make the proper investment now and not delay further the implementation of the Sector/Master Plan alignment.

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Arthur Holmes, Jr.
May 25, 2006
Page 2 of 2

Should you have any questions about the Board's decision or about planning staff recommendations, please call Chuck Kines in Transportation Planning at 301-495-2184.

Sincerely,



Derick P. Berlage
Chairman

DPB:CK:gw
Enclosure

cc: George Leventhal, Montgomery County Council President
Gary Stith, Director, Silver Spring Regional Service Center
Gwen Wright, Acting Chief, Countywide Planning
Rick Hawthorne, Chief, Transportation Planning
Glenn Kreger, Community Based Planning
Dan Hardy, Transportation Planning
Charles Kines, Transportation Planning
Larry Cole, Transportation Planning

ltr to holmes re MBT

Redland Road Sidewalk -- No.

Category	Transportation	Date Last Modified	
Subcategory	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None
Planning Area	Shady Grove Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	710	0	0	710	339	80	285	6	0	0	0
Land	161	0	0	161	0	161	0	0	0	0	0
Site Improvements and Utilities	187	0	0	187	44	0	0	143	0	0	0
Construction	1,792	0	0	1,792	0	384	1,408	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,850	0	0	2,850	383	625	1,693	149	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,850	0	0	2,850	383	625	1,693	149	0	0	0
Total	2,850	0	0	2,850	383	625	1,693	149	0	0	0

OPERATING BUDGET IMPACT (\$000)

Energy					0	0	0	3	3	3
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DESCRIPTION

This project provides a new 5- foot sidewalk for a distance of 2,590 feet along the west side of Redland Road between Briardale Road and 250 feet east of Mill Creek stream, and from 164 feet west of Founders Mill Drive to Garrett Road. The gap between these two segments is for the planned over pass of Redland Road over the ICC, which is to be built in fall 2008 by the State. Other improvements include design and construction of, a pedestrian bridge over Mill Creek and pedestrian street lights along the length of the project.

JUSTIFICATION

This project will provide pedestrian's safe accessibility, encourage neighborhood connectivity, and provide a safe access corridor to the following pedestrian generators; Shady Grove Metro Station, Redland Road Park, Redmill Shopping Center, places of Worship, etc. DPWT prepared a Transportation Facility Planning Study document entitled, "Redland Road Sidewalk phase I Facility Planning Study-Project Prospectus" in February 2006, which is consistent with Shady Grove and Upper Rock Creek Master plans.

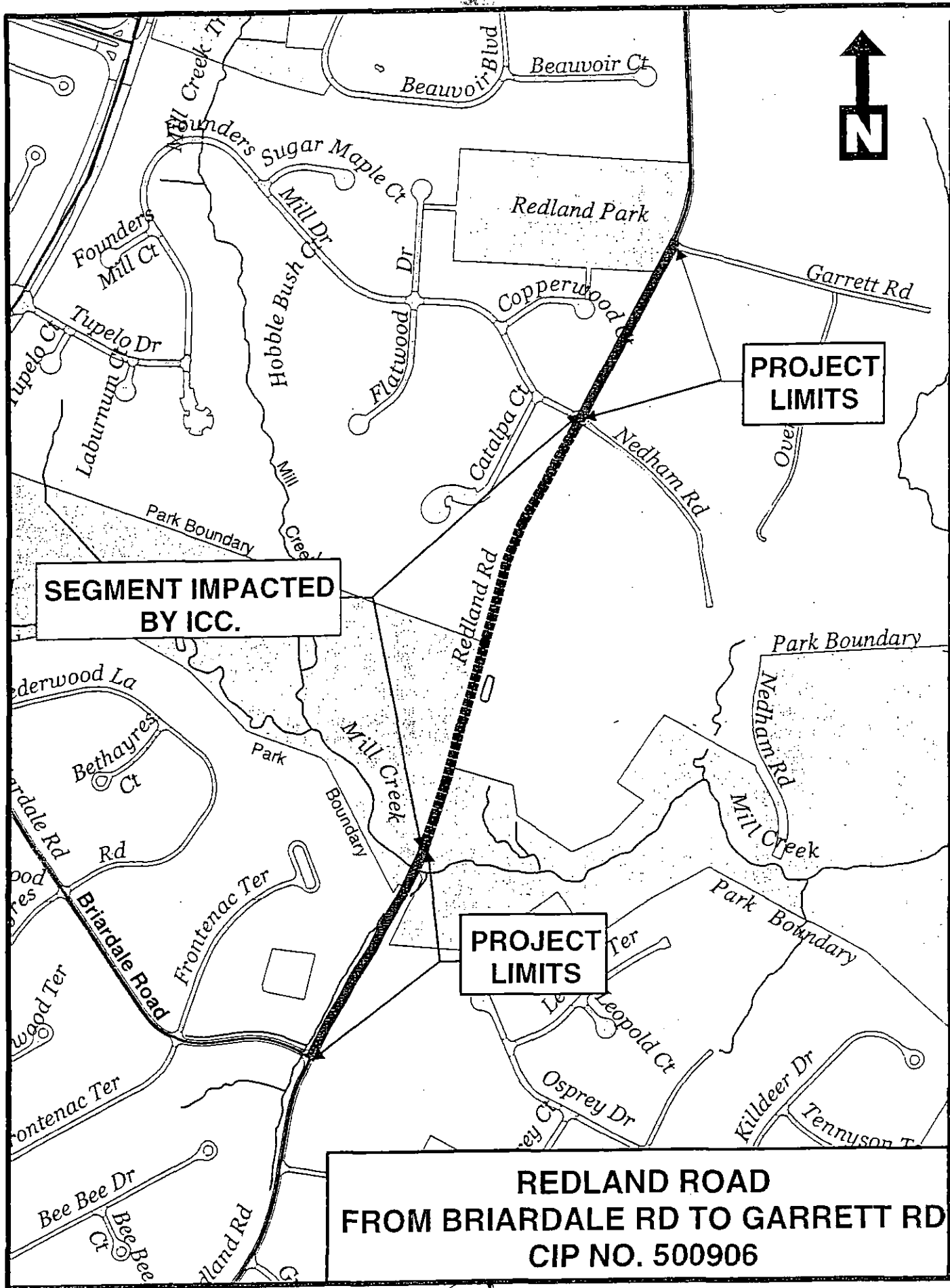
OTHER

The project scope and schedule are new for FY 09. This project is being coordinated with Intercounty Connector (ICC) which is currently under design by MSHA.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																														
<table border="1" style="width: 100%;"> <tr> <td>Date First Appropriation</td><td>FY09</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY09</td><td>2,850</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate	FY09	2,850	Current Scope			Last FY's Cost Estimate		0	Maryland State Highway Administration Federal Highway Administration Maryland Department of the Environment Maryland-National Capital Park and Planning Commission Department of Permitting Services	<div style="text-align: center; height: 100px;"> <p>See Map on Next Page</p> </div>																		
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New Partial Closeout	FY07	0																														
Total Partial Closeout		0																														



**SEGMENT IMPACTED
BY ICC.**

**PROJECT
LIMITS**

**PROJECT
LIMITS**

**REDLAND ROAD
FROM BRIARDALE RD TO GARRETT RD
CIP NO. 500906**

Pedestrian/Bike/ADA Analysis Sheet
6/13/07

Analysis of the Capital Projects should address impacts to pedestrian's activity as a result of the project. Please fill out the following form and retain in your files for each PDF.

Project Name: Redland Road Sidewalk
CIP#: 500906

1. Connectivity:

List any destinations within approximately 2 miles such as schools, parks, commercial/retail, employment centers and/or public facilities that this project may provide access to. List any other important destination that may pertain to the project.

The Redland Road serves a large number of communities and neighborhood and provides access to several facilities including metro station, park, shopping center, elementary school, local Derwood communities, places of worship, ride on and transit bus stops.

2. Master Plan Issues:

List the master plan, page # and recommendations for sidewalks, bikeways or other related issues such as streetscape requirements that impact the project. Include recommended road right-of-way, number of lanes, etc.

Redland is the boundary between the Shady Grove Sector Planning Area and the Upper Rock Creek Master planning area.

Master plan note:

- Redland is proposed to be classified as a "Primary Residential Street".
 - Recognize the largely residential character of Redland, particularly between Needwood Road and Roslyn Avenue.
 - Improve pedestrian access from neighborhoods to bus stops.
- Redland Road specifically requires a seventy (70) feet of right of way With a maximum of two lanes from Needwood Road to Muncaster Mill Road.

3. Existing conditions:

Analyze existing crosswalks, sidewalks; curb ramps, street lighting, pedestrian signals and bus stops (and any others). List missing items and deficiencies such as poles or other obstructions in the sidewalk space, trees blocking illumination, and need for streetlights. Check for pedestrian/bike accident histories. Determine if bus stops will be properly located after the project is completed (contact Transit Division Planner for assistance). List any other deficiency/problem.

There is no pedestrian access within the project limits along Redland Road. The proposed sidewalk will address pedestrian disconnects, encourage neighborhood connectivity, and provide safe access to the major pedestrian generators. This project is currently being coordinated with the ICC which will be built in the fall 2008.

4. Recommended improvements :

Identify pedestrian improvements that are part of a project. The improvements should enhance/improve existing conditions or provide reasonable pedestrian/bicycle accessibility and meet ADA guidelines.

The project will carry out the proposed improvements if funded. How are the existing conditions incorporated into the project to ensure pedestrian safety in the area surrounding the project?

This project provides a new five foot sidewalk for a distance of 2,590 feet along west side of Redland Road between Briardale Road and 250 feet east of Mill Creek stream, and from 164 feet west of Founders Mill Drive to Garrett Road. The project also provides a clear and distinct separation between the travel lane and pedestrian designated portion of the roadway. Further construction of this project will incorporate improvements to the existing storm drainage system and street lights along the length of the project.

5. Additional Cost/Impacts/Issues:

List any extraordinary costs or impacts to the project created by the provision of pedestrian, bicycle or ADA accessibility (if any).

Discuss how the projects will either retain the existing safety level or to what extent we expect safety to improve and why?

There are no extraordinary costs or impacts to the project created by provision of pedestrian or ADA accessibility. The project will improve the existing safety level by providing continuous pedestrian sidewalk, along Redland Road.

Resources:



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

NANCY FLOREEN
COUNCILMEMBER AT-LARGE

MEMORANDUM

March 13, 2006

TO: Arthur Holmes, Jr., Director
Department of Public Works and Transportation

FROM: Nancy Floreen, Chair
Transportation and Environment Committee

SUBJECT: Redland Road Sidewalk project

On March 9, 2006 the T&E Committee reviewed the results of Phase I facility planning for the Redland Road Sidewalk project. The Committee concurs with:

- the Planning Board's recommendation that Alternative IV in the Project Planning Prospectus should proceed to Phase II of facility planning; and
- the Board's associated comments in its March 6, 2006 letter to you.

The Committee appreciates the work the Department of Public Works and Transportation has completed to date on this project. We look forward to the completion of Phase II facility planning for the Redland Road Sidewalk project in 2007 so that we can consider the project for funding as an amendment to the FY 2007-2012 Capital Improvements Program.

cc: Councilmembers
Derick Berlage, Chair, Montgomery County Planning Board

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Bethesda CBD Streetscape -- No. 500102

Category	Transportation	Date Last Modified	January 09, 2008
Subcategory	Roads	Required Adequate Public Facility	Yes
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Bethesda-Chevy Chase	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,107	79	100	628	123	105	0	0	200	200	300
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,226	0	21	1,205	390	815	0	0	0	0	0
Construction	7716	0	0	5116	0	1601	0	0	2000	2,000	2,300
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10049	10,349	79	121	513	2,636	0	0	2,200	2,200	2,600

FUNDING SCHEDULE (\$000)

G.O. Bonds	10049	10,349	79	121	513	2,636	0	0	2,200	2,200	2,600
Total	10049	10,349	79	121	513	2,636	0	0	2,200	2,200	2,600

OPERATING BUDGET IMPACT (\$000)

Maintenance				20	0	0	5	5	5	5
Energy				20	0	0	5	5	5	5
Net Impact				40	0	0	10	10	10	10

DESCRIPTION

This project provides for the design and construction of pedestrian improvements to complete unfinished streetscapes along approximately 5,425 feet of Central Business District (CBD) streets in Bethesda as identified in the Bethesda CBD Sector Plan. This includes 1,125 feet along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive; 3,550 feet along Wisconsin Avenue between Cheltenham Drive and the northern end of the CBD; and 750 feet along East-West Highway between Waverly Street and Pearl Street. It is intended to fill in the gaps between private development projects which have been constructed or are approved in the CBD. The design elements include the replacement and widening, where possible, of sidewalks, new vehicular and pedestrian lighting, street trees, street furniture, roadway signs and the installation of conduit for the future undergrounding of existing overhead utility lines. The removal of the overhead utility lines and their placement in the underground conduits is not included.

JUSTIFICATION

Staging of the Bethesda CBD Sector Plan recommends implementation of transportation improvements and facilities identified in Stage I prior to moving to Stage II.

Bethesda CBD Sector Plan, approved and adopted July 1994; and Bethesda Streetscape Plan Standards, updated April 1992.

OTHER

This work will be completed in two stages. Stage 1, to be completed in FY10, will provide brick pavers, street trees, benches, and trash receptacles in all segments, and install the underground conduit for the Woodmont Avenue and East-West Highway segments. Stage 2, to be started in FY13 and finished beyond the six-year period, will complete the streetscaping work in these three segments.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

Cost Change: The private sector has completed ^{some} of this work in the Wisconsin Avenue segment.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
First Cost Estimate		
Current Scope	FY05	9,294
Last FY's Cost Estimate		10,349
Appropriation Request	FY09	513
Appropriation Request Est.	FY10	2610 2,636
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		200
Expenditures / Encumbrances		105
Unencumbered Balance		95
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Montgomery County Public Schools
Department of Permitting Services
Maryland State Highway Administration
Utility Companies
Bethesda-Chevy Chase Regional Services Center

MAP

See Map on Next Page

Burtonsville Access Road -- No. 500500

Category	Transportation	Date Last Modified	January 11, 2008
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Fairland-Beltsville	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,044	350	151	200 543	0 400	0 100	0 343	0	100 0	100 0	343 0
Land	3,200	21	3,179	0	0	0	0	0	0	0	0
Site Improvements and Utilities	12	12	0	0	0	0	0	0	0	0	0
Construction	3,693	0	0	0 3,693	0	0	0 3,693	0	0	0	3,693 0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,949	383	3,330	2004,236	0 400	0 100	0 4,036	0	100 0	100 0	4036 0

FUNDING SCHEDULE (\$000)

G.O. Bonds	7,895	383	3,330	1464,182	0 46	0 100	0 4,036	0	46 0	100 0	4036 0
Intergovernmental	54	0	0	54	0 54	0	0	0	54 0	0	0
Total	7,949	383	3,330	2004,236	0 100	0 100	0 4,036	0	100 0	100 0	4036 0

OPERATING BUDGET IMPACT (\$000)

Maintenance				12	0	0	0	0 4	0 4	0 4
Energy				12	0	0	0	0 4	0 4	0 4
Net Impact				24	0	0	0	0 8	0 8	0 8

DESCRIPTION

This project provides a new roadway between Spencerville Road (MD 198) and the School Access Road in Burtonsville. This roadway will consist of two 12-foot lanes, closed section, for a length of approximately 1,400 linear feet. The project also includes an eight-foot parking lane, curb and gutter, five-foot sidewalks, landscaping, and streetlighting.

CAPACITY

The roadway and intersection capacities for year 2025 Average Daily Traffic (ADT) for MD 198 is projected to be 40,700 vehicles per day.

COST CHANGE

Increase due to project reaching detailed design, increased land values, and increased construction and streetlighting costs.

JUSTIFICATION

This project implements the recommendations of the Fairland Master Plan. The proposed modifications to MD 198 (US 29 to Old Columbia Pike), which the Maryland State Highway Administration (SHA) will undertake to correct the high incidence of accidents and improve capacity of the road will eliminate access off MD 198 to the businesses along the north side of MD 198. The proposed roadway will provide rear access to businesses and will create a more unified and pedestrian-friendly downtown Burtonsville.

Project has been developed based on a planning study for Burtonsville Access Road, and as called for by the Fairland Master Plan. The Department of Public Works and Transportation (DPWT) has completed Phase I Facility Planning Study and the Phase II preliminary engineering is being completed under Facility Planning.

FISCAL NOTE

Intergovernmental funding includes WSSC contribution to water and sanitary sewer relocations.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA			COORDINATION	MAP
Date First Appropriation	FY05	(\$000)	Maryland-National Capital Park and Planning Commission	See Map on Next Page
First Cost Estimate	FY07	6,252	Maryland State Highway Administration (MSHA)	
Current Scope			Montgomery County Public Schools	
Last FY's Cost Estimate		6,252	Facility Planning: Transportation	
Appropriation Request	FY09	0	Department of Public Libraries	
Appropriation Request Est.	FY10	0 1,697	Department of Public Works and Transportation	
Supplemental Appropriation Request		0	Department Technology Services	
Transfer		0	Department of Permitting Services	
Cumulative Appropriation		6,252	Washington Suburban Sanitary Commission	
Expenditures / Encumbrances		415	Washington Gas	
Unencumbered Balance		5,837	Pepco	
Partial Closeout Thru	FY06	0	Verizon	
New Partial Closeout	FY07	0		
Total Partial Closeout		0		

Facility Planning-Transportation, CIP# 509337

FY09-14 Project Summary List

Updated: January 7, 2008

I. STUDIES UNDERWAY OR TO START IN FY09-10

Road/Bridge Projects

Dedicated but Unmaintained Roads Study

Location: Up-County

This project provides funds for a study of all the dedicated roads in the County that are not currently maintained by County forces. In 2007 T&E removed \$150K proposed consultant expenditure (thus leaving only 100K in FY08 for Staff) whereby the remaining task will be performed in-house by the Division of Operations, Highway Maintenance Section. Verification is needed to confirm the private citizen study performed by Montgomery County Civic Federation group which lists 48 roadways.

Dorsey Mill Road Extended and Bridge (over I-270)

Location: Germantown-ADC Map 9E11

This project provides for facility planning of Dorsey Mill Road Bridge from Century Boulevard over I-270 to Dorsey Mill Road. It will include a bridge over I-270. It is listed in the 1989 *Germantown Master Plan* as I-4; a 4-lane divided arterial within a 100-foot right-of way. It is needed to provide circulation across I-270 for the master planned commercial/industrial development in Germantown. A field visit showed that the southwest side of Dorsey Mill Road as well as the extension of Century Boulevard has not been constructed. The northeast portion of Dorsey Mill Road has been completed but stops shy of I270.

Although the 1989 *Germantown Master Plan* shows Dorsey Mill Bridge as a possible alignment for the CCT, it is unlikely that the CCT will be included in this bridge construction. The Phase I study will make the final determination as to whether or not to construct the bridge to accommodate the CCT. Several factors will influence this decision, including the results of studies currently underway. These studies include an MTA study of a Bus Rapid Transit facility along I-270; and ongoing discussions with MNCPPC to determine the CCT mode (bus or light rail) and alignment.

East Deer Park Drive Bridge (over CSX Railroad) 19H10

Location: Town of Washington Grove-ADC Map

This project provides for facility planning to evaluate the existing Bridge #0132 on East Deer Park Drive. The bridge is located on the A-255 (Oakmont Road) Master Plan alignment and the railroad tracks over which it crosses are adjacent to the future Transitway alignment. The one-lane two-way bridge was constructed in 1945 and is nicknamed the 'Humpback' bridge because of the 11% grades in both directions. The access of the bridge is controlled by traffic lights. It used heavily by local traffic including school buses. The study is being performed and will evaluate the substandard grades, the abrupt horizontal alignment at the eastern end of the bridge, and the potential life expectancy of the abutments due to the age of the bridge. This project will require extensive coordination the Town of Washington Grove and City of Gaithersburg.

East Gude Drive Widening (Crabbs Branch Way-MD 28) 29F5

Location: Gaithersburg-ADC Map 29B2-

Gude Drive is designated as a Major Highway (M-23) between Key West Avenue to Rockville City Line and is recommended to be widened between 4 to 6 lanes. From MD 355 to Crabbs Branch Way, Gude Drive is a six lane divided roadway with turning lanes at major intersections. Between Crabbs Branch Way and Norbeck Road (MD 28) the roadway varies between four and six through lanes with a wide median island. The facility planning study will evaluate widening East Gude Drive consistently as six lane roadway, with Class I bike facilities and sidewalk. Due to the high volume of heavy vehicles a comprehensive pavement analysis and redesign will also be evaluated.

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Facility Planning-Transportation, CIP# 509337

FY09-14 Project Summary List

Updated: January 7, 2008

Longdraft Road Widening (Quince Orchard Rd-Clopper Rd) 18J8-18H12

Location: Gaithersburg ADC Map

This project provides for the Facility Planning for the widening of Longdraft Road from MD 124 (Quince Orchard Road) to MD 117 (Clopper Road) to the full Master-Planned 4-lanes. It is classified as an arterial. The future connectivity benefit is to provide the link to Watkins Mill Road extended, which will have an interchange at I-270 (part of the Go Montgomery SHA participation) and extend east to MD 355 and existing Watkins Mill Road. Extensive coordination with the City of Gaithersburg will be required.

Midcounty Highway Extended (Montgomery Village Ave-MD 27) Location: Gaithersburg ADC Map 9J10-19E5

The facility planning study will evaluate the projected congestion for the corridor between Montgomery Village Avenue and Ridge Road. The extension of Midcounty Highway from Montgomery Village Avenue to Ridge Road (approximately six miles), identified as M-83, in the 1989 Germantown Master Plan and the 1985 Gaithersburg Vicinity Master Plan recommends a six lane major divided highway within a 150-foot right-of-way. Council has directed that one of the options to be evaluated will be a 'Parkway' option with the following features: 4-lanes, a narrow median, 40 mph design speed, prohibition on heavy trucks and 11-foot wide travel lanes.

Observation Drive Extended (Water Discovery La-1/4 mile S. Stringtown Rd)

Location: Germantown ADC Map 9E9-9C5

This project provides for facility planning of Observation Drive from Water Discovery Lane to approximately 1/4 mile south of Stringtown Road. It is listed in the 1994 *Clarksburg Master Plan and Hyattstown Special Study Area* as a 4-lane divided arterial within a 150' ROW. 50' of the ROW will be used for the transitway, which will consist of a separate bus lane or light rail. Observation Drive will ultimately run from MD 118 to Stringtown Road, thereby providing an alternate route to MD 355 and access to major areas of employment. This project crosses a tributary of Little Seneca Creek.

Robert's Tavern Rd/MD 355 Bypass (N. of Cool Brook La-Existing Robert's Tavern Dr.)

Location: Germantown/Clarksburg ADC Map 9D5

This project provides facility planning to complete the southern connection between Observation Drive and MD 355. The developer portion of the roadway has been constructed from Observation Drive to west of MD 355. Robert's Tavern Road should create a 'T' intersection with MD 355.

Seminary Road Intersection

Location: Silver Spring ADC Map 36H7

This project provides for facility planning of the Seminary Road/Seminary Place/Second Avenue/Linden Lane/Brookville Road intersection as shown on page 57 of the 2000 *North and West Silver Spring Master Plan*. It is needed to improve traffic and pedestrian conditions and facilitate traffic flow along Seminary Road.

Sidewalk/Bikeway Projects

Bradley Boulevard Bikeway (Wilson Lane-Goldsboro Road) Location: Bethesda ADC Map 35H11-35J13

This project provides for facility planning of the master planned DUAL bikeway along Bradley Boulevard (120' ROW) which is on-road bike lanes (shoulders) as well as an off-road shared use path. This portion of the roadway is open section and currently there is a shoulder along the NE side that varies between 2-6 feet. This project will provide a connection between the existing sidewalk on Bradley Boulevard east of Goldsboro and an existing sidewalk on Wilson Lane and provide safe pedestrian access to several transit stops and the Bethesda CBD. This request originates from the South Bradley Hills Neighborhood Association and was accompanied by a petition of approximately 100 citizens in support of this project.

Facility Planning-Transportation, CIP# 509337

FY09-14 Project Summary List

Updated: January 7, 2008

Central Avenue Sidewalk (MD355-MARC)

Location: Gaithersburg ADC Map 19G11-19J10

This project will provide Facility Planning for sidewalk evaluation. Central Avenue is a two-lane, open section narrow roadway with restricted right of way and severe horizontal curvatures, lacks street lights, and has minimal shoulder area. Current conditions pose a hazard to pedestrians living in this area, which includes Washington Grove Elementary School and the Washington Grove MARC station. The study will also evaluate modifications to the existing storm drainage system. The project was recommended by Councilman Phil Andrews.

MD 355 Sidewalk (Prescott Rd-MC Line)

Location: Gaithersburg ADC Map 2H8-2H10

This project will provide Facility Planning for sidewalk evaluation in Hyattstown along MD 355 from Prescott Road to Montgomery County line, approximately 2 miles (1 mile on each side of the street). Although there are construction funds available for the replacement of existing sidewalks this is being handled through Facility Planning because existing ROW is very limited. The Master Plan (1994) recommends 'landscaping, street furniture, and gateways' which are not included in the estimate. Facility Planning Phase I and II should be combined.

MacArthur Boulevard Bike Path Segment #3 (Oberlin Avenue-District of Columbia Line)

Location: Glen Echo ADC Map 40D2-40H6.

This project originated as a part of a comprehensive facility planning study to evaluate bikeway facilities along MacArthur Boulevard from the DC line to Old Angler's Inn, a distance of approximately 7 1/3 miles which was separated into three manageable segments to study. The first segment from I-495 under pass to Oberlin Avenue (13,800') has advanced to final design. This second segment will evaluate the many safety issues associated with this path, including illegal vehicle usage on the path and make recommendations as to the types of improvements to be performed.

Oak Drive/MD 27 Sidewalk

Location: Damascus ADC Map 4B12-4C10

This project provides for facility planning of approximately 1.4 miles of 5-foot wide sidewalk on Oak Drive between its southern and northern intersections with MD 27 (Ridge Road) as well as along Ridge Road between Oak Drive and Bethesda Church Road. The study will also evaluate rehabilitation of existing, deteriorated asphalt walk in front of Damascus High School. The sidewalk will provide safe pedestrian access to John T. Baker Middle School, Damascus High School, John Haines Park, a shopping center and transit stops along MD 27, and the County Recreational Facility. This request originated from the "Action in Montgomery" Group (AIM) with members who are leaders of the Damascus area.

Seven Locks Rd Sidewalk/Bikeway (Montrose Rd-Bradley Blvd)

Location: Potomac ADC Map 29A11-35A6

This project provides for facility planning of a sidewalk and dual bikeway along the 3.3 mile section of Seven Locks from Montrose Road to Bradley Blvd, shared use path along Montrose Road between Seven Locks Road to I-270, and an analysis of the need for left turn, acceleration/deceleration lanes at Bells Mill Road, Muirfield Drive, and Grand Teton Drive. The proposed bikeway will connect to existing bike facilities along Seven Locks Road, Montrose Road, Tuckerman Lane, and Democracy Boulevard and the proposed sidewalk will provide pedestrian access to residential neighborhoods, 24 transit stops, 4 schools, and 9 places of worship. Impetus for this project includes letters to the CE from several homeowners, articles in the Potomac Gazette (Aug. 27, 2003 and Nov. 5, 2003), request from Montgomery Square Citizens Assoc. and request from our own Division of Operations.

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Facility Planning-Transportation, CIP# 509337

FY09-14 Project Summary List

Updated: January 7, 2008

16th Street Sidewalk (Lyttonsville Road-Spring Street)

Location: Silver Spring ADC Map 36J8-36K9

This project provides for facility planning of approximately 1/4 mile of a 5-foot wide sidewalk. This project will provide a connection between Summit Hills Apartments, Suburban Tower Apartments, and Park Sutton Condominiums on the west side, via a recently installed crosswalk to the bus stop on the east side. This request originates from MNCPPC staff.

Mass Transit Projects

New Transit Center/Park-and-Ride

Location: Countywide

This project serves as a place holds for at least one new project as a result of the 2004 Montgomery County Strategic Transit Plan's 15 locations and for critical Corridor Cities stations for transit centers where three or more bus routes meet which have in excess of 500 boardings. Also, the Montgomery County Strategic Transit Plan estimated significant unmet park-and-ride demand in 9 corridors. Of these, three are considered most need of additional capacity: (1) I-270; (2) the Inter-County Connector; and (3) US29. This project will select and provide facility planning for one or more park-and-ride or transit center.

Takoma/Langley Park Transit Center*

Location: Takoma Park/Langley Park

The County has aggressively pursued a new transit center for 10 years. This goal has been complicated because of the site falling at the Montgomery County/Prince George's County border, the site being a future station for the Bi-County Transitway, and concerns from existing businesses. The State has taken the lead on this project but will require County planning and financial assistance.

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Facility Planning-Transportation, CIP# 509337

FY09-14 Project Summary List

Updated: January 7, 2008

II. OTHER CANDIDATE STUDIES TO START FY11-14

Road/Bridge Projects

Arlington Road Widening (Wilson Lane-Bradley Boulevard)
35K11-35K13

Location: Bethesda ADC Map

This project provides for facility planning of Arlington Road from Old Georgetown Rd. (MD 187) to Bradley Blvd. (MD 191). A 1997 traffic study showed that 2 through lanes were needed in each direction to provide adequate capacity. The current roadway width is 44 feet allowing 4@11' through lanes. A reversible lane configuration was considered; however, the traffic demand indicates that the flows are approximately balanced and a change to allow three lanes in one direction would result in a capacity constraint in the unbalanced direction. The 1994 Bethesda CBD Sector Plan lists Arlington Rd. as an arterial in an 80' ROW.

Sidewalk/Bikeway Projects

Dale Drive Sidewalk (MD 97-US 29)

Location: Silver Spring ADC Map 36J7-37B8

This project provides for facility planning for a one mile section of sidewalk. It is recommended Phase I and II be combined. Currently the children in the area wait in the street for the school buses. Worshippers walk on Dale Drive to the local synagogue on Georgia. Currently the worshippers must walk in the street as there are no continuous sidewalks.

Falls Rd Sidewalk-WS (River Rd-Dunster Rd)

Location: Potomac ADC Map 34D5-28J10

This project provides planning for a 3.8 mile section of sidewalk on the west side of Falls Road from River Road to Dunster Road. This project was initiated due to the concerns of local citizens who attended the Falls Rd. Hiker/Biker Trail meetings. The Falls Road Hiker/Biker Trail is an 8- foot trail which will be constructed on the east side of Falls Road and currently under study.

This project will provide safe connections to the Potomac Post Office, Potomac United Methodist Church, Washington Episcopal Church, Congregation Har Shalom, Washington Hebrew Congregation and the Julia Bindman Center, all of which are on the west side of Falls Road.

Franklin Ave Sidewalk (US29-MD 193)

Location: Silver Spring ADC Map 37B7-37E6

This project provides for a Phase II planning study for a 9,100 linear feet section of sidewalk; replacement of existing curb and gutter; and installation of curb ramps along both sides of Franklin Avenue. A green strip will be provided between the roadway and the sidewalk where feasible. The proposed sidewalk links several destinations: Columbia Union College, Sligo Seventh Day Adventist ES, Tacoma Academy, Rolling Terrace Elementary School, Seek Lee Park, Washington Adventist Hospital, Long Branch Library, Flower Avenue Park, New Hampshire Estates Park, and shops. The Sligo Branview Citizen's Assoc. requested this project.

Goldsboro Rd Bikeway (MacArthur Blvd-River Rd)

Location: Glen Echo ADC Map 40D1-40G1

This project provides for facility planning of bike and pedestrian facilities for the one mile section of the roadway. The study will include consideration of uniform shoulders, striping and marking of the master planned bike lanes per AASHTO and MUTCD standards, and a 5-foot wide sidewalk.

The sidewalk will provide safe pedestrian access to several transit stops along Goldsboro Road, a shopping center at the corner of MacArthur, and Glen Echo Park. It will connect to existing sidewalks and bikeways which are located on MacArthur and River. This request originated from the Tulip Hills Citizens Association due to concerns for pedestrians currently traveling along Goldsboro Road.

Facility Planning-Transportation, CIP# 509337

FY09-14 Project Summary List

Updated: January 7, 2008

Interim Capital Crescent Trail (Stewart Avenue-Silver Spring Metro)

Location: Silver Spring ADC Map 36G8-36J9

This project provides for the facility planning of segments of a shared use trail along the Georgetown Branch Transitway corridor (future Capital Crescent Trail) from Stewart Avenue to the Silver Spring Metro and the proposed Transit Center, approximately 1.5 miles. The trail would be constructed as a ten-foot wide facility with two feet of clearance on each side for an approximate distance of one mile. This project is intended to provide interim connectivity until the location of the Purple Line/Light Rail are resolved. The interim alignment, which does not follow the master plan, was selected during a Pre-Facility Planning process by M-NCPPC to provide alternate routes to avoid constrained areas and to take advantage of any potential for a permanent trail placement. Please refer to the MNCPPC January 2001 Facility Planning study, 'Capital Crescent and Metropolitan Branch Trails.' Some of the segments can be used as an alternate route during the construction of the transitway. The trail will serve bicyclists, joggers, in-line skaters and will be ADA accessible. This project will complete a missing segment to connect the Capital Crescent Trail north of the Silver Spring Transit Center (SSTC), and tie it to the Metropolitan Branch Trail.

Jones Mill Rd Bikelanes (Beach Dr-Jones Bridge Rd)

Location: Glen Echo ADC Map 36G8-36J9

Provides for planning of Class III signed on-road bike facilities and is important connection between two segments of Beach Drive; provides connection to Capital Crescent Trail, Rock Creek Trail and to bikeway along Jones Bridge Rd.; a popular route for bicyclists. Adequate ROW exists for bike facilities within the shoulders.

MacArthur Blvd Bike Path Segment #1 (Stable La-I-495) 34H13

Location: Glen Echo ADC Map 34A11-

This project originated as a part of a comprehensive facility planning study to evaluate bikeway facilities along MacArthur Boulevard from the DC line to Old Angler's Inn, a distance of approximately 7 1/3 miles which was separated into three manageable segments to study. The first segment from I-495 under pass to Oberlin Avenue (13,800') and second segment, from Oberlin Avenue to District of Columbia line have already been studied. This third section will evaluate the many safety issues associated with this path, including illegal vehicle usage on the path and make recommendations as to the types of improvements to be performed.

Midcounty Hwy Sidewalk/Bikeway (Woodfield Rd-Shady Grove Rd)

Location: Gaithersburg ADC Map 19J7-20B9

This project provides for facility planning of a sidewalk/bikeway. Midcounty Highway is master planned for a sidewalk and a bikeway for its entire length. The bikeway is listed in the 1985 Gaithersburg Vicinity Master Plan as S-82. These facilities will connect the bikeway on Shady Grove Road and the Shady Grove Metro Station to numerous multi-family and single family neighborhoods as well as to Shady Grove Middle School on Midcounty Highway. The March 2005 Countywide Bikeways Functional Master Plan refers to SP-70 along the north side of the roadway.

NIH Circulation Study & North Bethesda Trail Extension

Location: Bethesda ADC Map 35H7-35H9

This project provides facility planning for traffic congestion relief around NIH. Since the advent of 9-11, NIH has restricted access to its Bethesda campus, thereby creating circulation and congestion problems throughout this already severely congested corridor which has created traffic issues that need to be addressed. The project provides for a traffic study of the greater Bethesda area, specifically those corridors which have been impacted by the new NIH policies. Impacts will be quantified, and conceptual solutions will be proposed to the Council for their consideration.

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Facility Planning-Transportation, CIP# 509337 FY09-14 Project Summary List

Updated: January 7, 2008

The North Bethesda Trail Extension (Charles Street-Lincoln Street) facility planning study will evaluate the recommended master planned shared use path adjacent to and within the NIH campus. Although planning for the Trail was complete, a consequence of the 9-11 tragedy has been restricted access to NIH. This project will address issues relating to that restriction and will complete the missing segment of the trail from Charles Street (along the east side of Old Georgetown Rd. MD 187), and turning into the NIH campus at Lincoln Street following the southern boundary of the NIH campus to the existing trail leading into the Bethesda CBD.

Tuckerman Lane Sidewalk (Gainsborough Rd-Westlake Dr)

Location: Garrett Park ADC Map 34J2-35C2

This project provides for facility planning of approximately 1.6 miles of 5-foot wide sidewalk on Tuckerman Lane from Gainsborough Road to Westlake Drive. It will provide a safe pedestrian link between an existing sidewalk that ends on Tuckerman Lane at Gainsborough Road and existing sidewalks on Seven Locks Road and Westlake Drive and improve access to surrounding neighborhoods, transit stops, Herbert Hoover Middle School, Winston Churchill High School, Assisted Living facility, Cabin John Shopping Center, and Cabin John Regional Park. The Annual Sidewalk Program has received several requests for sidewalk construction along Tuckerman Lane including inquiries from Representative Chris Van Hollen (Maryland's 8th Congressional District) on behalf of his constituents.

Mass Transit Projects

Clarksburg Transit Center

Location: Clarksburg

This project will help to define a transit hub in the Clarksburg area. Clarksburg is the last of the Corridor Cities established three decades ago in the County Master Plan. This transit center will provide a transit station for the Corridor Cities Transitway and prior to that it will service as a bus staging area. The scope of work for this project includes site selection and concept development. First, undertake a small planning study to identify the location to construct an initial transit bus hub. Second, after a two-year pause, develop 15% design plans for a Transit Center at the specified location.

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Facility Planning-Transportation, CIP# 509337

FY09-14 Project Summary List

Updated: January 7, 2008

III. OTHER CANDIDATE STUDIES PROPOSED AFTER FY14

Road/Bridge Projects

N/A

Sidewalk/Bikeway Projects

Dufief Mill Sidewalk (MD 28-Travilah Rd)

Location: North Potomac ADC Map 27H6-28B3

This project will provide facility planning for sidewalks along Dufief Mill Road from Darnestown Road (MD 28) to connect to the proposed Travilah Road bikeway project (about 2.1 miles). This project, along with the Travilah Road bikeway project, will provide a safe pedestrian facility linking Rte. 28 to River Road. It was initiated by a letter from the president of the North Potomac Citizen's Association to Doug Duncan.

Forest Glen Bikeway (MD 97-Sligo Creek Park)

Location: Forest Glen ADC Map 36H5-36K5

Provides for planning of the Forest Glen Bikeway between Georgia Avenue (MD 97) and Sligo Creek Park (about 1/2 mile), as called for in the 2004 Countywide Bikeways Functional Master Plan. This project would connect the heavily used Sligo Creek Trail with Forest Glen Metro and the new Forest Glen Ped/Bike Bridge.

Flower Avenue Sidewalk (Piney Branch Rd – Carroll Ave)

Strathmore Ave Sidewalk (Stillwater Ave-Garrett Park Line)

Location: Garrett Park ADC Map 35K2-36A2

This project provides planning for the missing links of sidewalk along Strathmore Avenue to improve pedestrian safety and access to Garrett Park elementary school and Holy Cross Catholic School.

Mass Transit Projects

Hillandale Transit Center

Location: Hillandale ADC Map 37J5

Currently Ride On bus routes #10 and 24 lay-over on Powder Mill Road, just south of New Hampshire Avenue and to the northwest of the Hillandale Shopping Center. Bus routes #20, C8, K6 and Z19 pass through. The current facility is inadequate and requires 4 bus bay facility to better serve transit patrons and provide a permanent bus layover location as well as a defined patron waiting area.

Lakeforest Transit Center Modernization

Location: Gaithersburg ADC Map 19E6

Lakeforest Transit Center, constructed in 1995, is located along the south side of Lost Knife Road at Odendhal Avenue. It is adjacent to a 300 space park a ride lot, and provides access to 7 Ride On routes with 16,000 daily riders, making it the most successful transit center that is not located near a Metrorail station. The existing structure has a canopy and two bus bays. Due its success, this facility requires expansion that should include doubling its current size, provisions for a driver toilet and improved bus circulation.

Olney Longwood Park & Ride

Location: Longwood ADC Map 21F3

The 2005 Olney Master Plan recommends a park and ride lot on or at the vicinity of the Longwood Recreation Center. Such a facility would serve 200 parking spaces, two bus bays, and serve as an anchor for the Georgia Avenue Busway routes and capture commuting traffic from the north rather than adding to the congestion at the Olney core.

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Facility Planning-Transportation, CIP# 509337

FY09-14 Project Summary List

Updated: January 7, 2008

Olney Transit Center

Location: Olney

In FY98, this project was initiated as a Facility Planning project. However, it met with considerable public protest and consequently put on hold. The need for this project remains great. The recommendation in FY98 was to reactivate this project at a later date. The project will involve site selection and preliminary engineering design.

University Boulevard BRT

Location: Wheaton ADC Map 36H1

This BRT project would continue the east/west transit improvement under the Veirs Mill BRT project. This project will identify queue jumpers and other bus transit enhancement that will improve transit travel time, reliability, and identity between Wheaton and Takoma Langley Cross Roads.

Up County Park-and-Ride Expansion

Location: Upcounty ADC Map 18E1

In May 2005, Transit Services implemented a major route restructuring of its fixed route bus services in the UpCounty region of the county at the Germantown Transit Center. There are 175 commuter parking spaces available at the Transit Center. Within 2 months, the spaces were fully utilized on a regular basis. While ridership has increased overall within the system, the routes in the Up County have increased by leaps and bounds (25%). Over 100 inquires have been received since July 2005 requesting additional parking in Germantown. As we plan for future developments and expansions, additional transit centers and parking will be necessary to maintain its current users as well as new riders. Ideally, Park & Ride expansion would occur in close enough proximity to the existing Transit Center to fully utilize the operational resources currently allocated for Transit. However, the demand is strong enough that other locations should be explored as well.

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Facility Planning-Transportation -- No. 509337

Category	Transportation	Date Last Modified	January 09, 2008
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Countywide	Status	On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	42,270	25,476	4,076	47,724	2,295	2,245	2,845	3,079	3,260	4,000	0
Land	381	267	114	12,449	0	0	0	0	0	0	0
Site Improvements and Utilities	121	121	0	0	0	0	0	0	0	0	0
Construction	52	52	0	0	0	0	0	0	0	0	0
Other	45	45	0	12,449	0	0	0	0	0	0	0
Total	42,600	25,961	4,190	47,724	2,295	2,245	2,845	3,079	3,260	4,000	0

FUNDING SCHEDULE (\$000)

Recordation Tax Premium	2,550	3,450	0	0	0	0	0	700	1,150	700	0
Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	35,406	29,441	23,135	3,722	12,554	17,25	14,65	2,265	2,229	695	0
Impact Tax	684	184	80	420	0	0	420	0	0	0	0
Land Sale	21	21	0	0	0	0	0	0	0	0	0
Mass Transit Fund	30,25	3,446	1,778	367	9,201,300	160	160	160	150	150	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
Total	42,600	25,961	4,190	47,724	2,295	2,245	2,845	3,079	3,260	4,000	0

DESCRIPTION

This project provides for planning and preliminary engineering design for new and reconstructed highway projects, pedestrian facilities, bike facilities, and mass transit projects under consideration for inclusion in the CIP. Prior to the establishment of a CIP stand-alone project, the Department of Public Works and Transportation (DPWT) will perform Phase I of facility planning, a rigorous planning level investigation of the following critical project elements: purpose and need; usage forecasts and traffic operational analysis; community, economic, social, environmental, and historic impact analyses; recommended concept design and public participation. At the end of Phase I, the Transportation and Environment Committee of the County Council reviews the work and determines if the project has the merits to advance to Phase II of facility planning, preliminary (35 percent level of completion) engineering design. In preliminary engineering design, construction plans are developed showing the specific and detailed features of the project, from which its impacts and costs can be more accurately assessed. At the completion of Phase II, the County Executive and County Council hold project-specific public hearings and then determine if the candidate project has the merit to advance into the CIP as a fully-funded, stand-alone project.

COST CHANGE

Increase due to adjustments to schedules and estimates, higher consultant costs, and the addition of FY13 and FY14 to this on-going project.

JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master planned transportation recommendations. General Plan; Master Plans; and Master Plan of Highways; and Maryland-National Park and Planning Commission (M-NCPPC) Transportation Policy Report. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs.

FISCAL NOTE

Starting in FYD1, Mass Transit Funds provide for mass transit related candidate projects. Impact tax will continue to be applied to qualifying projects.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.
- * Expenditures will continue indefinitely.

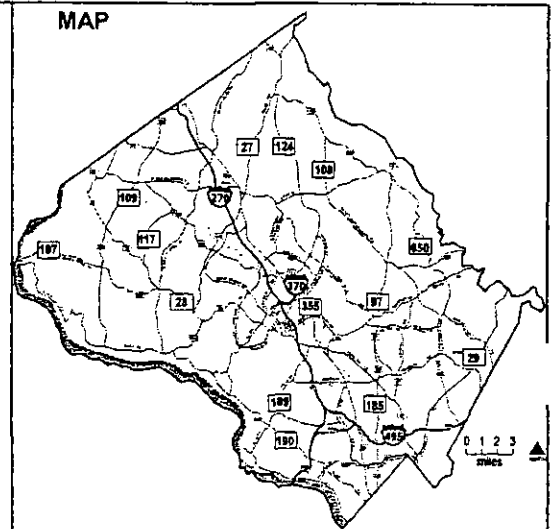
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate	42,600	
Current Scope	FY09	47,875
Last FY's Cost Estimate		40,854
Appropriation Request	FY09	TBD 1,800
Appropriation Request Est.	FY10	TBD 2,325
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation	stet	23,705
Expenditures / Encumbrances		28,948
Unencumbered Balance		4,757
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Maryland-National Park and Planning Commission
 Maryland State Highway Administration
 Maryland Department of the Environment
 Maryland Department of Natural Resources
 U.S. Army Corps of Engineers
 Department of Permitting Services
 Utilities
 Municipalities
 Affected communities
 Commission on Aging
 Commission on People with Disabilities
 Montgomery County Pedestrian Safety Advisory Committee

MAP



FACILITY PLANNING TRANSPORTATION – No. 509337

Studies Underway or to Start in FY09-10:

Road/Bridge Projects

Dedicated but Unmaintained Roads Study
 Dorsey Mill Road Extended and Bridge (over I-270)
 East Deer Park Drive Bridge (over CSX Railroad)
 East Gude Drive Widening (Crabbs Branch Way-MD28)
 Longdraft Rd Widening (Quince Orchard Rd-Clopper Rd)
 Midcounty Hwy Extended (Mont. Village Ave-MD27)
 Observation Dr (Waters Discovery -1/4 mi. S. Stringtown)
 Robert's Tavern Road/MO355 Bypass
 Seminary Road Intersection

Sidewalk/Bikeway Projects

Bradley Boulevard Bikeway (Wilson La-Goldsboro Rd)
 Central Avenue Sidewalk (MD355-MARC)
 MD355 Sidewalk (Hyattstown Mill Rd-MC Line)
 MacArthur Blvd Bike Path Seg #3 (Oberlin Ave-DC Line)
 Oak Drive/MO27 Sidewalk
 Seven Locks Road Sidewalk/Bikeway (Montrose-Bradley)
 Sixteenth Street Sidewalk (Lyttons ville Rd-Spring St)

Mass Transit Projects

New Transit Center/Park-and-Ride
 Takoma/Langley Park Transit Center*

Other Candidate Studies to Start in FY11-14:

Road/Bridge Projects

~~Arlington Road Widening (Wilson La-Bradley Blvd)~~

Sidewalk/Bikeway Projects

~~Dale Drive Sidewalk (MD97-US29)~~
~~Falls Road Sidewalk-West Side (River Rd-Dunster Rd)~~
~~Franklin Avenue Sidewalk (US29-MD193)~~
~~Goldsboro Road Bikeway (MacArthur Blvd-River Rd)~~
~~Interim Capital Crescent Trail (Stewart Ave-SS Metro)~~
~~Jones Mill Rd Bikelanes (Beach Dr-Jones Bridge Rd)~~
~~MacArthur Blvd Bike Path Seg #1 (Stable La-I-495)~~
~~Midcounty Hwy BW/SW (Woodfield-Shady Grove)~~
 NIH Circulation & North Bethesda Trail Extension
 Tuckerman Lane Sidewalk (Gainsborough-Westlake)

Mass Transit Projects

Clarksburg Transit Center

Other Candidate Studies Proposed after FY14:

Road/Bridge Projects

N/A

Sidewalk/Bikeway Projects

~~Duffie Mill Sidewalk (MD28-Travilah Rd)~~
~~Forest Glen Bikeway (MD97-Sligo Creek Park)~~
~~Flower Ave Sidewalk (Piney Branch Rd – Carroll Ave)~~
~~Strathmore Ave SW (Stillwater Ave-Garrett Park)~~

Mass Transit Projects

~~Hillandale Transit Center~~
~~Lakeforest Transit Center Modernization~~
~~Olney Longwood Park & Ride~~
~~Olney Transit Center~~
~~University Boulevard BRT~~
~~UpCounty Park-and-Ride Expansion~~

*State project – County consulting and staff time charged to Facility Planning

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3) The County costs to install the barrier will not exceed \$50,000 per BENEFITED RECEPTOR (where benefited receptors are considered to be the owners of those dwellings which are impacted and will enjoy a barrier insertion loss of at least 3 dBA).

4) The barrier design, and payment responsibility, if any, are approved by the benefited property owners.

D) Project Implementation

1) Each Noise Impact Study project, whether existing roadway (studied under this program) or proposed roadway improvement, will be assigned a score based on criteria outlined and defined in the Montgomery County Noise Abatement Policy, October 2001.

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2) Project scores will be presented to the County Council by category: County Roads, State Roads, and Other Roads. Each project will be considered for funding based on priority and budgetary allocations.

3) Reconsideration/Re-submittal: In the event that funding for the barrier project is not approved by the County Council, it will be reconsidered in the next budget cycle two years later. Re-submitted projects will compete with all then-current projects on an equal basis. However, the community may elect to have alternative measures implemented which will not yield sound level reductions (e.g., wooden fences or landscaping) instead of the noise barrier. For the non-mitigating alternatives, public funding will be 100%, except for any

necessary right-of-way. It is expected that any required easements will be given to the County at no cost.

4) Non-Mitigating Alternatives: Some communities may desire an alternative to a noise barrier due to the perceived negative aspects of a barrier (such as excessive height) or to obtain some and more immediate relief in the case of a low-ranked project with poor prospect for funding. These alternatives consist of wooden fences and vegetative landscaping. They may provide some visual obstruction of the road, in some cases giving the perception that the traffic noise is less objectionable. However, fences and landscaping are not likely to result in a measurable reduction in sound levels and will postpone community eligibility for barrier projects in the future.

5) For more information on the County's Highway Noise Abatement Policy, please refer to the County's DPWT web site: <http://engineering.dpwt.com/> and choose "Policies & Standards" from the menu.



Department of Public Works and Transportation
Division of Engineering Services
101 Monroe Street, 9th Floor
Rockville, Maryland 20850
240-777-7221



Douglas M. Duncan
County Executive

Montgomery County Noise Impact Assessment & Abatement Program



Albert J. Genetti, Jr., P.E.
Director, DPWT

Alternative formats of this document are available
upon request by calling 240-777-7221.

Montgomery County Noise Impact Assessment & Abatement Program

Montgomery County has developed a comprehensive Highway Noise Abatement Program in response to citizen requests for traffic noise mitigation throughout the County. This program responds to concerns with existing roadway conditions. Studies of the projected noise levels and potential mitigation for proposed roadway improvements and new developments are done separately during their respective design phases. The County's Highway Noise Abatement Policy governs noise impacts from all roads built and maintained in Montgomery County – except freeways. However, noise impacts from other than vehicles (particularly, rail and aviation noise sources) are not addressed by this Policy.

How the Program Works:

A) How to Request a Noise Study

- 1) A petition with at least 50% of the property owners in the first row of properties affected by highway noise must be submitted to the Division of Engineering Services, Department of Public Works and Transportation (DPWT).

- 2) Written support from the Citizens' Association or Home Owners' Association, if one exists, must be submitted along with the petition.

- 3) The classification of the subject street/road must at least be an arterial.

- 4) The DPWT will make a preliminary assessment as to whether the layout of the community is such that noise abatement measures are feasible or reasonable. If the layout of the community is such that noise abatement measures are unfeasible or unreasonable, a noise impact study will not be undertaken and the petitioners will be notified. Some examples of layouts which make the construction of noise barriers unfeasible or unreasonable are:

- If all properties have a driveway which connects directly to the subject roadway, construction of a noise abatement wall will not provide adequate shielding as there will be "openings" in the wall to accommodate driveway access.
- If construction of the noise berm or noise barrier wall would reduce or block sight distance.
- If construction of the noise berm or noise barrier wall would cause severe impacts to historical or environmentally sensitive areas.

B) Noise Study Criteria

- 1) If DPWT determines that a noise abatement program is potentially feasible, a noise assessment study will be performed for the subject location. A study of the speed and traffic volumes on the subject road(s) will be performed in conjunction with measurement of the ambient noise levels. A computer model will compute the current and 20-year projected noise levels.

- 2) If the current or projected noise levels are found to have peak-noise hour equivalent sound level exposures of 67dBA or higher, then noise mitigation design will be undertaken if a noise berm or barrier is found to be feasible and reasonable.

C) Noise Barrier Criteria

- 1) A noise barrier will be considered *feasible* when it meets all of the following factors:
 - The barrier can be built to provide an insertion loss of at least 7 dBA for the most seriously traffic-noise impacted receptors.
 - The barrier can be built without either unduly restricting pedestrian or vehicular access, or interfering with safe sight distances for motorists.
 - Any right-of-way required for the construction and maintenance of the barrier must be either dedicated to the County at no cost or the County is granted a permanent easement.
- 2) A noise barrier will be considered *reasonable* when it meets the following factors:
 - The barrier protects noise-impacted receptors.
 - The barrier will not result in undue negative impacts on the environment or historic resources.

Highway Noise Abatement -- No. 500338

Category
Agency
Planning Area
Location Impact

Transportation
Public Works & Transportation
Countywide
None.

Date Last Modified
Required Adequate Public Facility

May 14, 2007
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY06	Rem. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	3,135	390	162	2,583	200	250	200	1,533	200	200	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities											
Construction	10,581	0	0	10,581	0	1,612	0	5,369	0	3,600	0
Other	5	5	0	0	0	0	0	0	0	0	0
Total	13,722	396	162	13,164	200	1,862	200	6,902	200	3,800	0

FUNDING SCHEDULE (\$000)

S.O. Bonds	11,270	396	162	10,712	200	1,862	200	4,450	200	3,800	0
Contributions	2,452	0	0	2,452	0	0	0	2,452	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION
This project provides funds for the study and prioritization of noise abatement measures along publicly owned and maintained roads in Montgomery County. Once the need and priority of the abatement measures are established, funding is provided for their design and construction.

JUSTIFICATION
Citizens regularly request noise abatement measures along County and State roads. The purpose of this project is to respond to these requests in accordance with the recently adopted Transportation Noise Abatement Policy. Requests would result in noise studies that would determine the need, whether the requested location meets the noise criteria for abatement measures, determination of its priority, and future design and construction.

Plans and Studies
The Highway Noise Abatement Policy was developed by the Noise Abatement Task Force. The Policy establishes criteria for evaluating the need for noise abatement along publicly maintained roads.

Cost Change
Level of Effort for FY07-12 has been raised to reflect higher unit costs.

STATUS
Preliminary planning stage.

OTHER
This project was conceived through participation on the Noise Abatement Task Force that developed a policy and criteria for evaluating the need and appropriateness of requests for noise abatement along publicly maintained roads in Montgomery County. The project allows for the implementation of the policy established through this Task Force by providing funds for the study and prioritization of requests and the implementation of noise abatement measures. The noise abatement measures planned for construction in FY07 are on Shady Grove Road between I-370 and Briardale Road (east and west sides), and between Briardale Road and the InterCounty Connector (west side). The noise abatement measures planned for construction in FY08 are on Middlebrook Road behind Twinflower Circle and between Ridgecrest Drive and Waring Station Road (south side), on Midcounty Highway between Forest Oak Middle School and Saybrooke Oaks Boulevard (south side), and from Miller Fall Road to Washington Grove Lane (south side), and on East Randolph Road between Tamarack Road and Laurie Drive (south side), and between Appleby Drive and Partridge Drive (north side). Should one or more of these barriers ultimately not proceed due to insufficient support from impacted and benefited property owners or from property owners needed to grant property for the barriers, the Council may approve by resolution one or more additional barriers subject to the limit of appropriated funds.

ISCAL NOTE
There may be contributions from impacted and benefited property owners in the future as specified in the policy.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		8,500
First Cost Estimate		
Current Scope	FY07	12,698
Last FY's Cost Estimate		12,698
Present Cost Estimate		13,722

Appropriation Request	FY08	-1,878
Supplemental		
Appropriation Request	FY07	0
Transfer		0

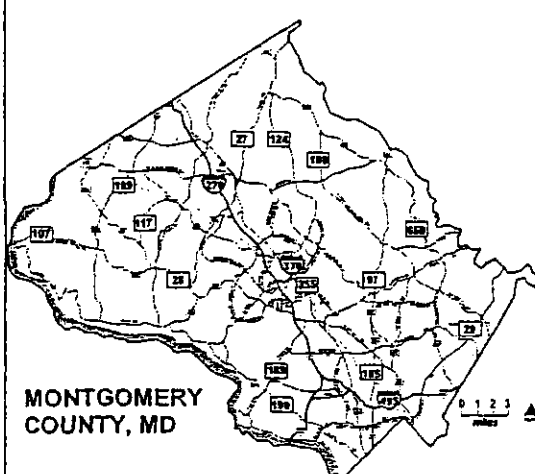
Cumulative Appropriation		4,498
Expenditures/		
Encumbrances		1,572
Unencumbered Balance		2,926

Partial Closeout Thru	FY05	0
New Partial Closeout	FY06	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Department of Environmental Protection
Department of Permitting Services
Maryland State Highway Administration

MAP



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Highway Noise Abatement -- No. 500338

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Public Works & Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 11, 2008
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	7,781	557	441	2,983	450	400	200	1,533	200	200	3,800
Land	8	8	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	5,372	3	0	5,369	0	0	0	5,369	0	0	0
Other	1,956	7	1,949	0	0	0	0	0	0	0	0
Total	15,117	575	2,390	8,352	450	400	200	6,902	200	200	3,800

FUNDING SCHEDULE (\$000)

Contributions	2,452	0	0	2,452	0	0	0	2,452	0	0	0
G.O. Bonds	12,665	575	2,390	5,900	450	400	200	4,450	200	200	3,800
Total	15,117	575	2,390	8,352	450	400	200	6,902	200	200	3,800

OPERATING BUDGET IMPACT (\$000)

Maintenance				6	1	1	1	1	1	1	
Net Impact				6	1	1	1	1	1	1	

DESCRIPTION

This project provides funds for the study and prioritization of noise abatement measures along publicly owned and maintained roads in Montgomery County. Once the need and priority of the abatement measures are established, funding is provided for their design and construction.

COST CHANGE

Increase due to the addition of FY13 and FY14 to this on-going project and increased design costs.

JUSTIFICATION

Citizens regularly request noise abatement measures along County and State roads. The purpose of this project is to respond to these requests in accordance with the Transportation Noise Abatement Policy. Requests would result in noise studies that would determine the need, whether the requested location meets the noise criteria for abatement measures, determination of its priority, and future design and construction.

The Highway Noise Abatement Policy was developed by the Noise Abatement Task Force in 2001. The Policy establishes criteria for evaluating the need for noise abatement along publicly maintained roads.

OTHER

This project was conceived through participation on the Noise Abatement Task Force that developed a policy and criteria for evaluating the need and appropriateness of requests for noise abatement along publicly maintained roads in Montgomery County. The project allows for the implementation of the policy established through this Task Force by providing funds for the study and prioritization of requests and the implementation of noise abatement measures. The noise abatement measures planned for construction in FY08 are on Shady Grove Road between I-370 and Briardale Road (east and west sides), and between Briardale Road and the InterCounty Connector (west side). The noise abatement measures planned for construction in FY12 are Midcounty Highway between Forest Oak Middle School and Saybrooke Oaks Boulevard (south side), and from Miller Fall Road to Washington Grove Lane (south side), and on East Randolph Road between Tamarack Road and Laurie Drive (south side), and between Appleby Drive and Partridge Drive (north side). Should one or more of these barriers ultimately not proceed due to insufficient support from impacted and benefited property owners or from property owners needed to grant property for the barriers, the Council may approve by resolution one or more additional barriers subject to the limit of appropriated funds. The design for Middlebrook Road behind Twinflower Circle and between Ridgecrest Drive and Waring Station Road (south side) is delayed to FY09 for fiscal reasons.

FISCAL NOTE

There may be contributions from impacted and benefited property owners in the future as specified in the policy.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

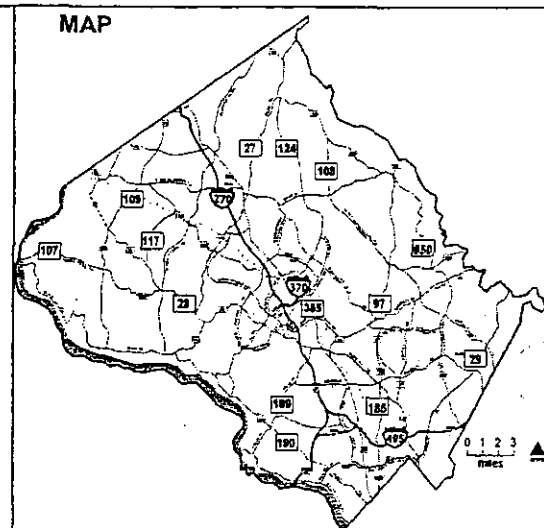
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
First Cost Estimate	FY09	15,117
Current Scope		
Last FY's Cost Estimate		14,067
Appropriation Request	FY09	850
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,965
Expenditures / Encumbrances		2,905
Unencumbered Balance		60
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and
Planning Commission
Department of Environmental Protection
Department of Permitting Services
Maryland State Highway Administration

MAP



Highway Noise Abatement -- No. 500338

Category	Transportation	Date Last Modified	January 11, 2008
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Countywide	Status	On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	4581 7,781	557	441	2,998	0 458	0 490	850 200	1,533	400 200	800 200	0 8,800
Land	8	8	0	3573 0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	8369 0	0	0	0	0	0	0	0
Construction	8372 5,372	3	0	5,369	0	0	0	5,369	0	3000 0	0
Other	1,956	7	1,949	1155 0	0	0	0	0	0	0	0
Total	14917 15,117	575	2,390	8,352	0 458	0 490	850 200	6,902	400 200	3800 200	0 3,800

FUNDING SCHEDULE (\$000)

Contributions	2,452	0	0	2,452	0	0	0	2,452	0	0	0
G.O. Bonds	12465 12,665	575	2,390	5,908	0 458	0 490	850 200	4,450	400 200	3800 200	0 3,800
Total	14917 15,117	575	2,390	8,352	0 458	0 490	850 200	6,902	400 200	3800 200	0 3,800

OPERATING BUDGET IMPACT (\$000)

Maintenance				6	1	1	1	1	1	1	1
Net Impact				6	1	1	1	1	1	1	1

DESCRIPTION

This project provides funds for the study and prioritization of noise abatement measures along publicly owned and maintained roads in Montgomery County. Once the need and priority of the abatement measures are established, funding is provided for their design and construction.

COST CHANGE

Increase due to the addition of FY13 and FY14 to this on-going project and increased design costs.

JUSTIFICATION

Citizens regularly request noise abatement measures along County and State roads. The purpose of this project is to respond to these requests in accordance with the Transportation Noise Abatement Policy. Requests would result in noise studies that would determine the need, whether the requested location meets the noise criteria for abatement measures, determination of its priority, and future design and construction.

The Highway Noise Abatement Policy was developed by the Noise Abatement Task Force in 2001. The Policy establishes criteria for evaluating the need for noise abatement along publicly maintained roads.

OTHER

This project was conceived through participation on the Noise Abatement Task Force that developed a policy and criteria for evaluating the need and appropriateness of requests for noise abatement along publicly maintained roads in Montgomery County. The project allows for the implementation of the policy established through this Task Force by providing funds for the study and prioritization of requests and the implementation of noise abatement measures. The noise abatement measures planned for construction in FY08 are on Shady Grove Road between I-370 and Briardale Road (east and west sides), and between Briardale Road and the InterCounty Connector (west side). The noise abatement measures planned for construction in FY12 are Midcounty Highway between Forest Oak Middle School and Saybrooke Oaks Boulevard (south side), and from Miller Fall Road to Washington Grove Lane (south side), and on East Randolph Road between Tamarack Road and Laurie Drive (south side), and between Appleby Drive and Partridge Drive (north side). Should one or more of these barriers ultimately not proceed due to insufficient support from impacted and benefited property owners or from property owners needed to grant property for the barriers, the Council may approve by resolution one or more additional barriers subject to the limit of appropriated funds. The design for Middlebrook Road behind Twinflower Circle and between Ridgecrest Drive and Waring Station Road (south side) is delayed to FY09 for fiscal reasons.

FISCAL NOTE

There may be contributions from impacted and benefited property owners in the future as specified in the policy.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

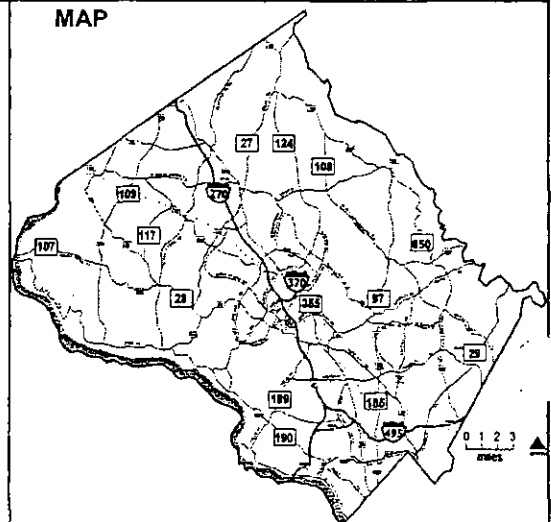
APPROPRIATION AND EXPENDITURE DATA

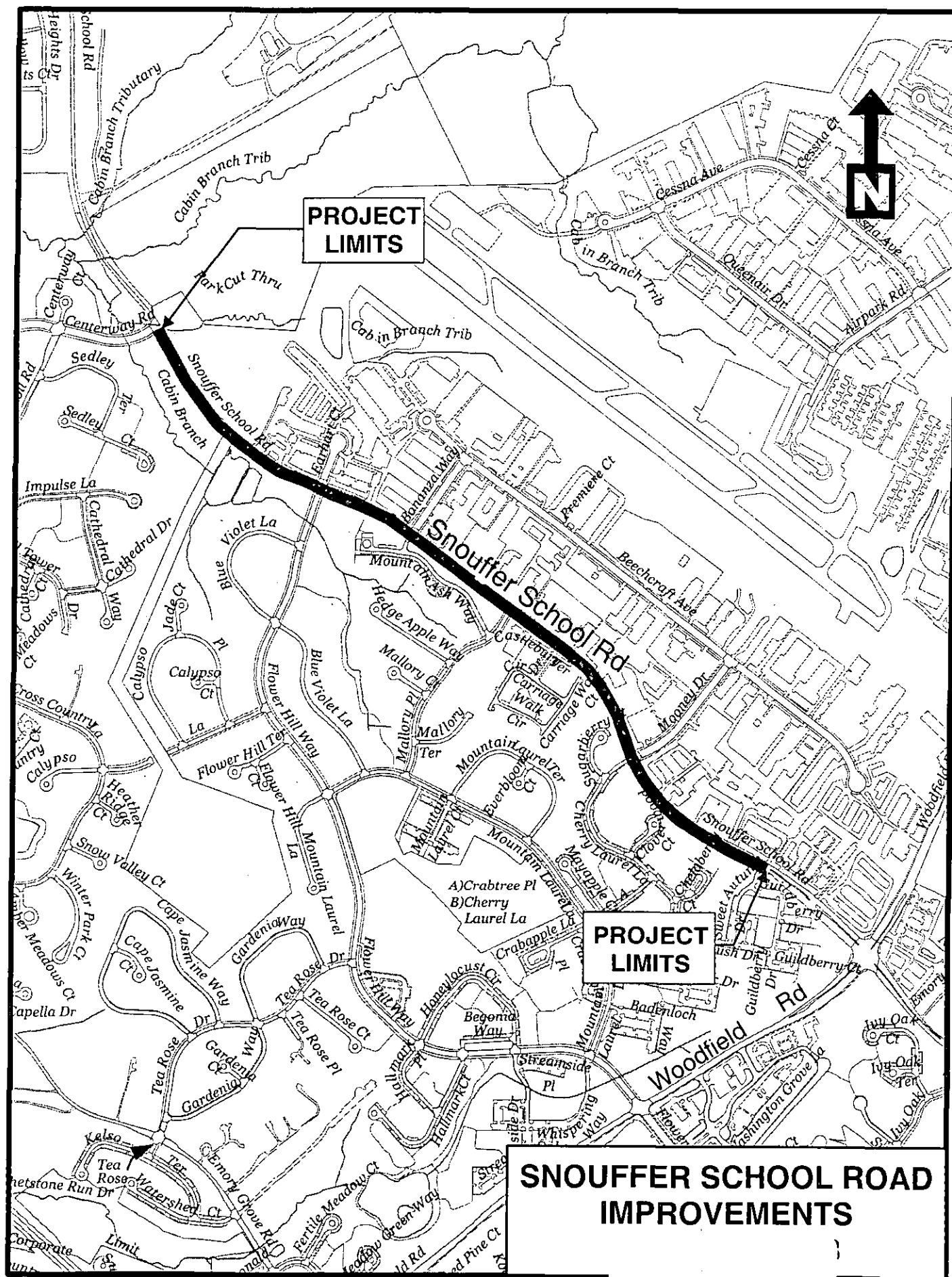
Date First Appropriation	FY03	(\$000)
First Cost Estimate	FY09	15,117
Current Scope		
Last FY's Cost Estimate		14,067
Appropriation Request	FY09	0 458
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,965
Expenditures / Encumbrances		2,905
Unencumbered Balance		60
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and
Planning Commission
Department of Environmental Protection
Department of Permitting Services
Maryland State Highway Administration

MAP





Woodfield Road Extended -- No. 500151

Category	Transportation	Date Last Modified	January 11, 2008
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None
Planning Area	Damascus	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,453	1,218	496	739	392	301	46	0	0	0	0
Land	2,199	195	2,004	0	0	0	0	0	0	0	0
Site Improvements and Utilities	570	5	0	565	0	0	565	0	0	0	0
Construction	9,303	0	6,000	3,303	208	266,299	429 2,796	0	0	0	0
Other	2	2	0	0	0	0	0	0	0	0	0
Total	14,527	1,420	8,500	4,607	600	246,700	1040 3,407	0	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	30	30	0	0	0	0	0	0	0	0	0
G.O. Bonds	11,913	1,390	7,395	3,128	0	236,700	7613,428	0	0	0	0
Impact Tax	2,446	0	1,105	1,341	600	600	141	0	0	0	0
Intergovernmental	138	0	0	138	0	0	138	0	0	0	0
Total	14,527	1,420	8,500	4,607	600	246,700	1040 3,407	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				24	0	0	0	8	8	8
Energy				21	0	0	0	7	7	7
Net Impact				45	0	0	0	15	15	15

DESCRIPTION

This project provides a 3,000-foot extension of Woodfield Road from 1,200 feet north of Main Street, (MD 108), to Ridge Road, (MD 27). The scope of work includes the design, land acquisition, and construction of a 1,450 foot segment of Ridge Road from 450 feet south of the existing Ridge Road / Faith Lane intersection to 300 feet north of the Ridge Road / Gue Road intersection. The roadway improvements include: extension of Woodfield Road as a 28-foot wide closed-section roadway with two 14-foot wide traffic lanes; provision of auxiliary left-turn lanes on Woodfield Road at Faith Lane and Ridge Road; realignment of Faith Lane to intersect Woodfield Road at a point 350 feet south of Ridge Road; construction of a separated 8-foot wide bikeway along the eastern side of Woodfield Road Extended from Main Street to Ridge Road; widening Ridge Road to provide two 12-foot wide travel lanes, two 4-foot wide paved shoulders, an auxiliary left turn lane at the proposed intersection with Woodfield Road; streetlighting; and landscaping. Woodfield Road Extended and Ridge Road improvements will be constructed within an 80-foot wide right-of-way.

CAPACITY

The design year 2020 projected Average Daily Traffic (ADT) volume is 20,000 vehicles.

COST CHANGE

Increase due to higher material costs and additional permitting requirements added to the scope of the project.

JUSTIFICATION

This project is needed to alleviate traffic congestion and improve safety and sight distance in the Damascus business area. Traffic forecasts and analysis show that five intersections in the town will begin to fail shortly after the year 2010 without the construction of Woodfield Road Extended. The construction of Woodfield Road will reduce the projected traffic volume in year 2020 along Ridge Road between Woodfield Road and High Corner Street from 28,000 to 17,500 vehicles per day, and on Ridge Road between High Corner Street and Main Street traffic volume will be lowered from 19,100 to 5,400 vehicles per day.

OTHER

Special Capital Projects Legislation will be proposed by the County Executive.

FISCAL NOTE

The intergovernmental and contribution revenue represent Washington Suburban Sanitary Commission's (WSSC) share of utility relocation costs and the developer's share of the project costs, respectively. The two year construction delay is due to locating and obtaining approval of a viable wetland mitigation site from regulatory agencies and resource constraints.

OTHER DISCLOSURES

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																										
<table border="1"> <tr> <td>Date First Appropriation</td><td>FY01</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY09</td><td>14,527</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>11,443</td></tr> <tr> <td>Appropriation Request</td><td>FY09</td><td>3,084</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY10</td><td>0</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>11,443</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>2,484</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>8,959</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY06</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY07</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY01	(\$000)	First Cost Estimate	FY09	14,527	Current Scope			Last FY's Cost Estimate		11,443	Appropriation Request	FY09	3,084	Appropriation Request Est.	FY10	0	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		11,443	Expenditures / Encumbrances		2,484	Unencumbered Balance		8,959	Partial Closeout Thru	FY06	0	New Partial Closeout	FY07	0	Total Partial Closeout		0	<p>Northern Damascus Park and Ride Lot Facility Planning: Transportation Allegheny Power Washington Suburban Sanitary Commission Verizon Maryland Department of the Environment Army Corp of Engineers Maryland State Highway Administration Maryland-National Capital Park and Planning Commission Maryland Historical Trust</p>	<p>See Map on Next Page</p>
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Intersection and Spot Improvements

Programmed Locations	Description	Status	Total Six-Year	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Briggs Chaney Rd @ Good Hope Rd	Provide east and westbound right turn lanes and re-stripe Briggs Chaney Road	Const Summ 08	50	50						
Stanford Street	Modify radii to accommodate trucks	Concept; Const Summ 08	15	15						
S. Glen Rd @ Falls Rd	Provide eastbound left turn lane thru lane by modifying median (relocate left turn bay into existing median)	Design	135	135						
Shady Grove Rd & Darnestown Rd		Design	90	90						
E. Gude Drive @ Southlawn Lane	Provide second left turn lane on Gude Drive	Design	600		335	180	85			
Randolph Rd - Rock Ck to Dewey	Safety related widening and curve/superevaluation modifications	Design Only	0							
Sam Eig Hwy @ Diamondback	Modify Eastbound to 3 thru lanes	Concept	200			100	100			
Mid County Hwy @ Washington Grove Lane	Improve SSD on mainline and provide pedestrian safety improvements	Concept	160			55	75	30		
Georgia Ave Silver Spring CBD	Operational improvement at various intersections to enhance traffic flow	TBD	200				25	105	70	
Research @ Shady Grove	Southbound Shady Grove Sight Distance improvement	Concept	75						75	
Rifle Ford Rd @ Darnestown Rd	Widen Southbound for 2 approach lanes and shoulder and westbound right turn lane	Concept	90						90	410
Wightman Rd @ Montgomery Village Avenue	Widen Wightman Rd to provide better transition for left turn bays	Concept	150				50	100		
Consultant Support	Planning, project development, minor studies, engineering and project management	ongoing	450	75	75	75	75	75	75	
Detailed Studies		ongoing	300	50	50	50	50	50	50	
Q&D/Undesignated		ongoing	1345	145	200	200	200	300	300	
TOTAL			3860	560	660	660	660	660	660	410
Approved FY07 - 12 CIP			3860	560	660	660	660	660	660	

Silver Spring Traffic Improvements -- No. 508716

Category	Transportation	Date Last Modified	January 10, 2008
Subcategory	Traffic Improvements	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Silver Spring	Status	On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	935	0	512	423	154 423	62 -0	207 -0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	357	0	182	175	150 175	25 -0	0	0	0	0	0
Construction	2,564	0	0	2,564	0 2,093	570 223	1,994 248	0	0	0	0
Other	56	0	56	0	0	0	0	0	0	0	0
Total	3,912	0	750	3,162	3,162 691	657 223	2,201 248	0	0	0	0

FUNDING SCHEDULE (\$000) 657 2201

G.O. Bonds	3,912	0	750	3,162	2,691	223	248	0	0	0	0
Total	3,912	0	750	3,162	2,691	223	248	0	0	0	0

DESCRIPTION

This project provides for intersection and roadway improvements in Silver Spring, in support of the Silver Spring Central Business District (CBD) Sector Plan, and the Silver Spring Redevelopment project to accommodate the flow of traffic related to development within the CBD. Dale Drive at Colesville Road (US 29) improvement is the last improvement from the study that generated various improvements already in place in and around the CBD. The east and west leg of Dale Drive currently have a left-turn lane and a combination thru and right turn-lane. The proposed improvement requires an additional lane on both Dale Drive approaches. On the westbound approach, the lane use is proposed as a left-turn only lane, a thru only lane and a right-turn only lane. The eastbound approach is proposed as two left-turn lanes and a combination thru and right-turn lane. This project also includes signal reconstruction and reconstruction of two parking lots on the east side of Colesville Road. Each lot is associated with the Toll House Restaurant and located on the north and south side of Dale Drive.

COST CHANGE

US 29 & Dale - Costs for construction, streetlighting, and signalization based on latest work order contract unit prices; and refined design reflects additional closed section (i.e. additional curb and gutter) as compared to original concept design. MD 390 & MD 410 - Costs increased due to utility relocations reimbursed to MSHA which exceeded their original estimate.

JUSTIFICATION

The improvement at Dale Drive and Colesville Road (US 29) will result in improved safety and traffic flow.

OTHER

16th Street (MD 390) and East-West Highway (MD 410) - construction complete; utility relocations reimbursed to MSHA.

Dale Drive at Colesville Road (US 29) - construction FY09-FY11.

OTHER DISCLOSURES

- Land acquisition will be funded initially through ALARF, and then reimbursed by a future appropriation from this project. The total cost of this project will increase when land expenditures are programmed.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY87	(\$000)
First Cost Estimate		
Current Scope	FY09	3,912
Last FY's Cost Estimate		3,416
Appropriation Request	FY09	454 2,547
Appropriation Request Est.	FY10	256 4,471
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		894
Expenditures / Encumbrances		9
Unencumbered Balance		885
Partial Closeout Thru	FY06	4,135
New Partial Closeout	FY07	230
Total Partial Closeout		4,365

COORDINATION

Developers
Department of Permitting Services
Facility Planning-Transportation
Maryland-National Capital Park and
Planning Commission
Maryland State Highway Administration
Silver Spring Redevelopment Project
Citizen's Advisory Board

MAP

See Map on Next Page